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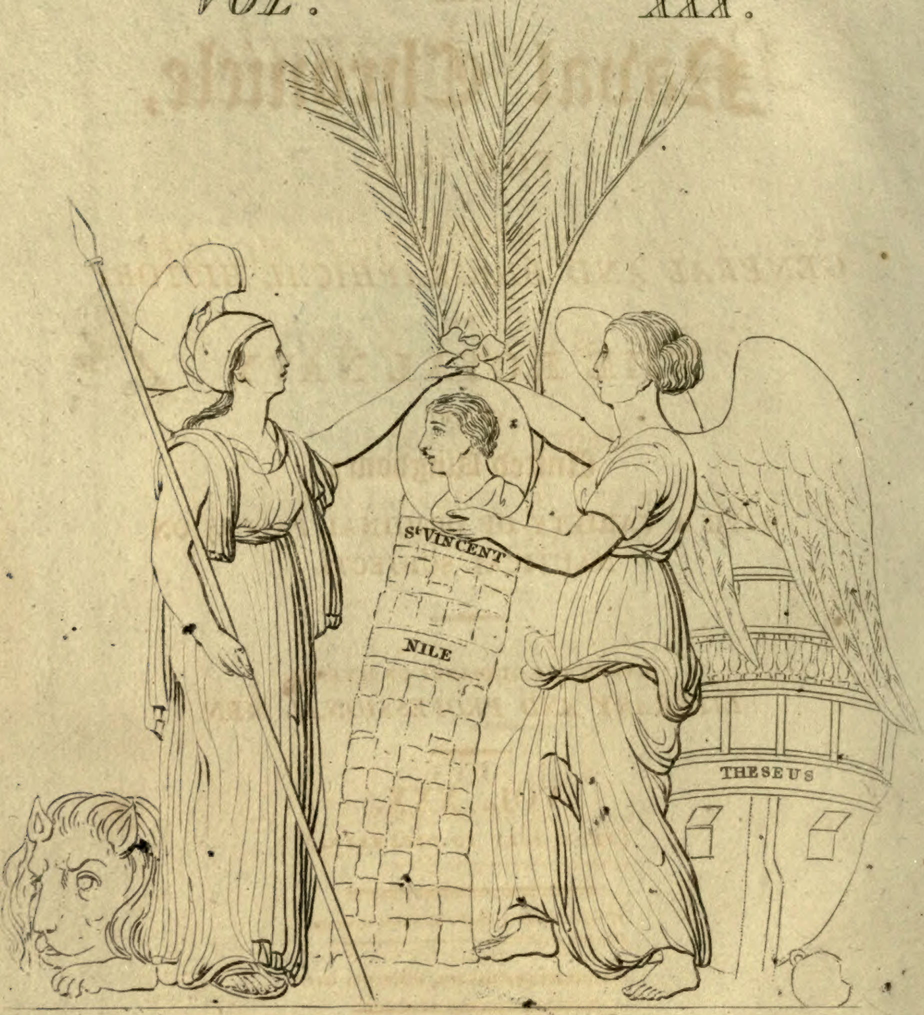
VOL. XXX.



Monument
raised in Westminster Abbey.
to the memory of the late
Captn. Richd. Willet Millar, R.N
by his Companions in Victory.

THE

Naval Chronicle,

FOR 1813:

CONTAINING A
GENERAL AND BIOGRAPHICAL HISTORY
OF
THE ROYAL NAVY
OF THE
United Kingdom;
WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XXX.

(FROM JULY TO DECEMBER.)

> *Tv regere imperio popvlos Britanne memento*
> *Hae tibi ervnt artes*——————————
>
> "These are imperial arts, and worthy thee."

LONDON:
PRINTED AND PUBLISHED BY AND FOR *JOYCE GOLD*, 103, SHOE-LANE;

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TO

JOHN HUNTER, Esq.

VICE-ADMIRAL OF THE WHITE SQUADRON,

THIS THIRTIETH VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED,

BY THE PROPRIETOR,

Joyce Gold

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From Original Designs.

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PREFACE

TO THE THIRTIETH VOLUME.

WE scarcely remember a night when that vast ocean, the public mind, appeared more agitated and rising into turbulent fluctuation, than in the evening of the 24th, when this our Thirtieth Preface was preparing to be sent on board. The Speech of Buonaparte to the Senate had arrived—it had been seen by many, yet read only by a few: the preliminaries of peace had been *certainly* signed; and Lord Castlereagh was *that very night* to embark in a frigate for the Continent, *and to conclude the Pacification.*

Now as the same false alarm may constantly happen during the great events which both by arms and by diplomacy are likely to take place; we think it right, on firing this our THIRTIETH GUN, just to ascertain our bearings, and to inform our friends afloat, how the land lies: and this we are of opinion cannot be done more effectually, than by repeating the signal, which, when the day broke, we observed flying on board that vessel called THE TIMES:—

> "We cannot but highly applaud the resolution of the Cabinet, to send one of its own Members to the head quarters of the Allied Sovereigns, to enter into the most unreserved communication with them; and should there be any appearance of slackness in their councils, to animate them by that firm and consistent spirit of policy which, in the almost entire wreck of nations, left England in herself great and majestical, and to every other state, in its turn, a shield and a protection. Lord Castlereagh is the Nobleman to be honoured with this high and important mission; and surely a more honourable one has not occurred since Demosthenes was sent by his countrymen to consolidate their alliances against the Macedonian Tyrant. Let his Lordship remember the whole political wisdom of the illustrious Grecian; let him remember the observation of our own BURKE, that 'Peace or War are the great hinges on which the very being of Nations turns; and that Negociations are the means of making Peace or preventing War; and are, therefore, of more serious importance than almost any single event of war can possibly be.'"

The Speech itself contained at least one truth, and that appeared at its very opening—*Splendid Victories have raised the glory of the French arms during this Campaign; defections without parallel have rendered those Victories useless; all has turned against us!*

We have endeavoured, throughout this Volume, to collect such documents as might illustrate the real character of Buonaparte, and the cruelty which has been exercised, under his Iron Despotism, on such of our naval officers as have fallen into his power. In our Biographical Memoir of the Public Services of the Hon. Captain C. Boyle, we inserted (page 16) that Officer's journal of the insults and hardships which himself and his ship's company experienced when the calamity of shipwreck had thrown them into the power of the French army in Egypt.—Some account of the situation of English prisoners in France, is given at page 117. The writer of that account declared, "That the people generally detest Buonaparte, and fear only prevents many from openly declaring their hatred. All the time he was in prison, he was accustomed to hear murmuring, and repeated terms of disrespect uttered against the French government."—The letter that was written by the lamented Captain Wright to Captain Wallis, then his first lieutenant, a few days before his murder, is inserted at page 396; and previous to the insertion of this letter, some account of these officers was given at page 305.

Our present Volume will not, we trust, be found deficient in the attention that has been paid, beside the Letters on Service, to our naval operations with the Americans. Some observations on Captain Broke and his gallant action are given at pages, 41, 69, 134, 160, 398, and 412. A correction of the mis-statements in the public prints relative to the death of the late American officer, Captain Allen, commander of their sloop Argus, is inserted at page 180. The attack on *Craney Island*, with other proceedings on the American coast, at page 182. The names of the Chesapeak's guns, at page 183. And in A. F. Y.'s twenty-third letter, page 189, are some observations on our naval operations in America, which do honour to the experience of that valuable Correspondent. Throughout our interesting and original department of CORRESPONDENCE, our readers, we trust, have found much to commend; and we take this opportunity of returning our sincere thanks to the different writers who continue to render such important service to our CHRONICLE; particularly to *Iron Gun—W. H. R.—J. T. L.—A Sailor—Mr. Peche.—Nestor.—An American.—Philo Nauticus.—Impartial.—A. B.—Havannah.—Jeoffery Grape Shot.—C. C. C.—Albion.—Oceanus.—Captain Manderson, R.N.—Barney.—Navalis.—Mercator.—Mr. Hall.—C. H.—Æolus.—B. C.—A Friend to Naval Merit.—M.—D.—Vulcan.*

We have endeavoured to make a return for these favours, by giving nearly double the quantity of print to what we did in some of the preceding numbers.—On referring to each of our Thirty Volumes, we must be allowed to declare, that neither industry nor expense have been spared: we wish, indeed, to make our work still more worthy of the long support it has received; and should feel a pleasure in having every embellishment as well executed, and as worthy of commendation, as the engraved portrait of the late Captain NEWMAN; for which, together with the Biographical Memoir, we are indebted to the liberality of his connections. But, in that case, the sale of our CHRONICLE must be very considerably increased. We state this as a plain fact; and not from any dissatisfaction on our part, at the degree of patronage we have enjoyed: yet may we be allowed in this place to remark, that, when we find upwards of 700 vessels of various force in commission, and look throughout the honourable and extensive List of

Admirals, Captains, and Lieutenants, together with the Warrant Officers, the Officers that are attached to our different Yards, and the Officers of the Royal Marines,—many of whom we know to be men of considerable literary acquirements—(as their excellent and well chosen library at Woolwich would alone declare)—We then, surely, may be permitted to regret, that the trifling cost of *three shillings a month*, should frequently prevent our CHRONICLE from appearing in the cabin, and lying with other periodical works in the ward-room.

The *Biographical Department* of this Volume will be found particularly interesting, and drawn from no common sources. At page 1 is given a Memoir of the HON. CAPTAIN COURTENAY BOYLE, in which will be found original documents that had not previously met the public eye, with an account of his own sufferings, and those of his ship's company, whilst prisoners in Egypt. At p. 89 is a memoir of the ingenious CAPTAIN JAMES MANDERSON. At page 177 a short sketch of the late REAR-ADMIRAL WILLIAM TRUSCOTT. An additional Biographical Memoir of that much respected veteran, ADMIRAL SIR ERASMUS GOWER, Knt. is given by an old Correspondent, at p. 265, in which is inserted the previously unpublished account of the loss of H. M. sloop Swift, in 1770. To Mr. G. the able biographer of that meritorious and lamented officer, the late Captain JAMES NEWMAN NEWMAN (p. 361), for having so richly contributed to this head of our present Volume, we are under great obligations; and should opportunities offer, we hope he will not feel offended at our soliciting a continuance of his contributions. The concluding memoir, p. 449, is that of Lieutenant WILLIAM ELLETSON KING.

The Bulletins of the Sufferings and Escape from a French prison of Lieutenant O'Brien, who has since been advanced to the rank of Commander, in which he at present remains unemployed, have occupied many of our pages * with peculiar interest, both in the last and in the present Volume; and we fully intend to insert the conclusion of his adventures early in our next Volume.

The next head which we have to notice, and which we conceive to be among the most scientific in our Volume, is that of HYDROGRAPHY, PILOTAGE, &c. We cannot sufficiently express the sentiments we entertain towards our worthy Hydrographer, S., for his so kindly and gratuitously conducting this department of the work. We hope also that our friend the Hydrographer will not feel it as presuming, if we further acknowledge the obligations we are under to him, not only for his unremitting attention to that department in which he has so handsomely volunteered his special services, but also for the general literary interest he has, since our first acquaintance, taken in the success of our work. We are also much indebted to *Captain Lord Viscount Torrington*, for his liberal contributions to our Hydrographer, who, his Lordship will find, has availed himself of the same, by regular and systematic insertion. We much wish that other Officers would follow the distinguished example set by Lord Torrington, by forwarding to our Hydrographer such documents as properly appertain to that department. To CAPTAIN KRUSENSTERN, of the Russian Navy, we feel greatly obliged, and are highly honoured by the compliments he has been pleased to bestow on this department of our work, as also by the liberal contributions we have lately received from him.

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* At the particular request of many of our Subscribers, as also of the Friends of Captain O'Brien, we have to announce, that Mr. GOLD has in the press a new Edition of this Narrative, which will be printed under the inspection of Capt. O'Brien, as a separate Pamphlet, in 8vo. the price of which is not expected to exceed *Five Shillings*. A book is open for the insertion of Subscribers' Names, at the NAVAL CHRONICLE OFFICE, 103, *Shoe Lane*, and the Publisher has the satisfaction of announcing, that the name of His Royal Highness the Prince Regent has been already received.

R. S. is requested to receive our best acknowledgments for the Drawings he has, from time to time, sent to us for our CHRONICLE ; particularly the two South American picturesque views : his future favours will be received with a due sense of their value.

The three principal sources, whence our CHRONICLE must derive its subsequent interest and estimation, are its BIOGRAPHICAL MEMOIRS *of the Public Services of Naval Officers*—Its ORIGINAL CORRESPONDENCE, *on Subjects intimately connected with the Profession*—and its Papers on HYDROGRAPHY, PILOTAGE, &c. These are certainly the great leading objects which our labours should have in view ; but for the support of these sources we must look to our Friends and the Profession in general, whose interests equally with our own would certainly be promoted by such communications as may enable the humble but zealous individual who, at his own private risk and expense, has hitherto conducted this Work through Thirty Volumes, to increase, if possible, its great utility, and to add, by such means, to its professional value.

Our NAUTICAL ANECDOTES, which always immediately follow our biographical Memoirs, give a variety to the Work, it would not otherwise possess, and preserve a number of short detached facts which must otherwise have perished. Our LETTERS ON SERVICE, which we have thoughts of completing from the very beginning of the First French War, were inserted on the same idea which induced the late Mr. Pitt to desire, that all the naval and military letters which had appeared in the thick and ponderous volumes of the Gazettes, might be reprinted in small volumes, for the use of ministers and their friends. The Work which thus was privately printed, is, as might be imagined, extremely scarce ; and we therefore trust that we have rendered no inconsiderable service, by preserving this important article in our CHRONICLE.

We cannot conclude our Preface, without again expressing our hearty thanks to the contributors and encouragers of our CHRONICLE, and wishing them all the good they can desire.

HONOR VIRTUTIS PRAEMIUM

THE HON.BLE CAP.T COURTENAY BOYLE. R.N.

Commiſsioner of the Transport-Board.

[illegible] London

BIOGRAPHICAL MEMOIR

OF THE

HON. CAPTAIN COURTENAY BOYLE, R.N.

COMMISSIONER OF THE TRANSPORT BOARD.

> " And gentle courtesy and faith
> Unchanged by sufferings, time, or death;
> And valour, lion-mettled lord,
> Leaning upon his own good sword."
>
> *Walter Scott's Marmion, (Introduction).*

THIS worthy descendant of the noble family of Boyle,[*] was the early pupil and associate of the lamented Nelson; and is the second son of the late Edmund, seventh Earl of Cork and Orrery, by the amiable Anne Courtenay, whose mother was a daughter of Viscount Hinchinbrooke. None of the family, we believe, had ever before been in the royal navy, excepting Captain Boyle Walsingham who was lost in the Thunderer, and to whom the subject of this Memoir was nearly related.

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[*] It dates its origin from Lodowick Boyle, who lived in the reign of Henry III. Sir Richard Boyle, first Earl of Cork, who was Lord High Treasurer of Ireland, and one of his Majesty's honourable Privy Council, was descended from Mr. Roger Boyle, who was born in Herefordshire; and was created Baron of Youghall, Viscount Dungarvon and Earl of Cork in 1620. The following is the account which this Sir Richard Boyle gave of his early fortunes; as inserted in the Life of his learned and illustrious relation, the Hon. Robert Boyle, prefixed to the quarto edition of his works. " When first I arrived," says Sir Richard, " at Dublin, in Ireland, the 23d of June, 1538, all my wealth then was 27*l.* 3*s.* in money, and two tokens, which my mother had given me, *viz.* a diamond ring, which I have ever since, and still do wear; and a bracelet of gold worth about ten pounds; a taffety doublet, cut with, and upon taffety, a pair of black velvet breeches laced, a new Milan fustian suit, laced, and cut upon taffety, two cloaks, competent linen and necessaries, with my rapier and dagger: and since, the blessing of God, whose heavenly Providence guided me hither, hath enriched my weak estate in beginning, with such a fortune, as I need not envy any of my neighbours, and added no care or burthen of my conscience thereunto. And the 23d of June, 1632, I have served my God, Queen Elizabeth, and King Charles, full forty years; so long after, as it shall please God to enable me."—This Sir Richard also mentions, his buying a ship of Sir Walter Raleigh:—" Being commanded by her Majesty to attend at Court, it was not many days before her Highness was pleased to bestow upon me the office of clerk of the Council of Munster, and to recommend me over to Sir George Carew, after Earl of Totness, then Lord President of Munster. Whereupon I bought of Sir W. Raleigh, his ship called the Pilgrim, into which I took a freight of am-

The Honourable Courtenay Boyle was born on the 3d of September, 1770; and, as appears from the documents before us, which have been furnished by one of those who had long the happiness of serving under him, he derived his first inclination for the naval service, from having passed the vacation (September, 1780) with his father, the Earl of Cork, at Plymouth; who was then Lieutenant-colonel of the Somerset militia, and commanded a division of light infantry at Maker Heights. The scene which every day there presented, certainly gave a naval bias to the enterprising mind of our young seaman: As the celebrated writer whence we have taken our motto justly observes in Marmion—

> "That secret Power by all obey'd!
> Whether an impulse, that has birth
> Soon as the infant wakes on earth,
> One with our feelings and our powers,
> And rather part of us, than ours;
> Or whether fitlier termed, the sway
> Of habit, formed in early day?
> Howe'er deriv'd, its force confess'd,
> Rules with despotic sway the breast;
> And drags us on by viewless chain,
> While taste and reason plead in vain......
> *He'll say, from youth he lov'd to see*
> *The White Sail gliding by the tree.*"

The decided turn for the navy which his son had thus taken, was immediately encouraged by the Earl of Cork; and he consented that the young man should try the strength of his mind and constitution, by taking a cruise (Sept. 12—18th Oct. 1780), with Captain John Carter Allen, in the Gibraltar, of 80 guns, then attached to the Channel fleet. The Hon. C. Boyle was thus introduced into the service, under one of its first officers; whose character at that time and ever afterwards, stood deservedly high

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munition and victuals, and came in her myself by long seas, and arrived at Carrig-Foyl-Kerry, where the Lord President and the Army were at the siege of the Castle." The present Earl, who is a Lieutenant-general in the Army, is brother to Captain C. Boyle.

in the profession. Captain J. C. Allen fought several actions with the enemy, and greatly distinguished himself—he died an admiral: but as his public services have never been chronicled as they deserved, a knowledge of his skill and merit remains chiefly with such officers as had the honour of his acquaintance.

When Lord Cork had sufficiently proved the inclination of his enterprising son, by this his first cruise, he was removed on his return for some time to a naval academy at Greenwich; and then again sent to sea, February 19, 1781, in the Latona frigate, of 30 guns, commanded by Sir Hyde Parker. In this ship, Mr. Boyle commenced his career as a midshipman; and as a due discharge of the duties of that station, are of such essential consequence to the reputation and professional character of every officer, we shall here subjoin the admirable letter which our lamented Nelson, the subsequent friend and commander of Mr. Boyle, sent to a young man on his attaining that first step in the rank of the British navy:—"*Dear Charles: As Captain Hillyer has been so good as to say he would rate you MID, I sincerely hope that your conduct will ever continue to deserve his kind notice and protection, by a strict and very active attention to your duty. If you deserve well, you are sure of my assistance. Mr. Scott will furnish you with money to begin your Mess, and I shall allow you thirty pounds a year, if it be necessary, which Captain Hillyer will supply you with.—And as you from this day start in the world as a man, I trust that your future conduct in life will prove you both an officer and a gentleman: recollect, that you must be a seaman to be an officer; and also, that you cannot be a good officer without being a gentleman. I am always, with most sincere good wishes, your true friend, NELSON & BRONTE.*"

February 19—October 31, 1781. The Latona was employed in the North Sea, attached to the fleet under the command of Admiral Parker, father of Sir Hyde; and was one of the repeating frigates in the action on the Dogger Bank, August 5th, 1781. In this ship Mr. Boyle fell from the booms into the orlop; which accident obliged him to go on shore for his recovery. during this interval, he was placed under the tuition of the Rev. Mr. Pitt, in London; he then was appointed to the Goliath, until April 8th, 1783, when he was sent to the Royal Academy at Portsmouth, where he remained until March, 1784.

(1804.) The Hon. C. Boyle then re-commenced his naval career with renewed spirit, under the auspices of the great Nelson, in the Boreas frigate, of 28 guns, and sailed in her to the West Indies, on the 19th of May. The following extract from a letter written by Lady Hughes, who was on board, which has appeared in the splendid Life of that Admiral,* will shew the manner in which the young men in that ship were trained and gradually enured to hardihood and enterprise by their parental commander. "As a woman, I can only speak of those parts of his professional conduct which I could comprehend; such as his attention to the young gentlemen who had the happiness of being on his quarter-deck. It may reasonably be supposed, that among the number of 30, there must have been timid spirits, as well as bold: the timid he never rebuked: but always wished to shew them, he desired nothing that he would not instantly do himself: And I have known him say—*Well, Sir, I am going a race to the mast head, and beg I may meet you there.* No denial could be given to such a request, and the poor little fellow instantly began to climb the shrouds. Captain Nelson never took the least notice in what manner it was done; but, when they met in the top, spoke in the most cheerful terms to the midshipman, and observed—*How much any person was to be pitied, who could fancy there was any danger, or even any thing disagreeable, in the attempt.*

"After this excellent example, I have seen (continues Lady Hughes) the same youth, who before was so timid, lead another in like manner and repeat his commander's words. How wise and attentive was such conduct in Captain Nelson! On the same principle, he every day went into the school-room, and saw the mode in which they pursued their nautical acquirements; and at twelve o'clock, he was always the first on deck, with his quadrant; —no one could then neglect his duty. There is also another anecdote, which deserves to be mentioned:—The day we landed at Barbadoes, and were to dine at the Governor's, our dear commander said—'you must permit me, Lady Hughes, to carry one of my *aid-de-camps* with me—and he presented him to the governor, adding—*Your Excellency must excuse me for bringing one of my*

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* Vol. I. page 65. For preceding Letter, see Vol. II. p. 342.

midshipmen. I make it a rule to introduce them to all the good company I can, as they have few to look up to, besides myself, during the time they are at sea. This kindness and attention made the young men adore him, and they vied with each other, in an endeavour to anticipate his wishes—Who is there but must allow, that this excellent manner of making his midshipmen feel, that the attainment of nautical knowledge and experience was a pleasure instead of a task, proceeded from the genius and astonishing goodness of heart, which were so conspicuous in Captain Nelson."

The transactions of the Boreas, in the West Indies, have been detailed with so much accuracy and interest by Mr. Clarke, in the Life of this great Admiral, together with his uniform attention to his midshipmen, that we shall condense a small part, in order the better to illustrate the public services of Mr. Boyle.—The Boreas, according to this Biographer,* "arrived at Madeira on the first of June (1784); and on the 2d, after breakfast, the governor sent the major of his guards, with his state barge, to convey Lady Hughes and her suite on shore, which was politely declined.—At half-past ten, the ship being completely manned, Lady Hughes and her daughter, attended by Captain Nelson, two lieutenants, the lieutenant of marines, and the Rev. William Nelson, went into the barge; and as soon as she was got to a convenient distance, she was saluted with eleven guns, and three cheers, which were returned from the barge. Captain Nelson was also accompanied by ten midshipmen, of whom Mr. Boyle was one. This was his constant mode of paying visits of ceremony; because, in his opinion, it was highly beneficial to his young gentlemen in their professional career; and it is to be lamented, that the mode, from its great utility, is not more generally adopted in the service. On Tuesday, June 8th, the Boreas got under sail, and arrived at Barbadoes on the 26th. It was no small degree of satisfaction to Captain Nelson, to find himself senior captain, and second in command on that station.

"During the passage of the Boreas down to Antigua, to be laid up for the hurricane months, Captain Nelson paid a visit to Fort Royal, and St. Pierre, Martinico; and on landing, he was attended, as before mentioned, by all the young gentlemen * of the ship who could be spared........When the hurricane months were over, and while the Boreas remained at anchor in Nevis Road, a French frigate passed to leeward, close along shore. According to Captain Nelson's information, which proved to be correct, this frigate had been sent to make a survey of our West India Islands, and had on board two general officers and some engineers. He therefore gave orders to accompany † the French ship, that he might prevent them from executing their intentions. The Boreas accordingly got under weigh; and, pursuing the frigate, found her the next day at anchor in the road of St. Eustatia: Captain Nelson anchored at about two cables' length on the frigate's quarter. After interchange of salutes, and other mutual civilities, both himself and his officers were the next day invited by the Dutch governor to dinner, to meet the French officers; and an opportunity was thus afforded Captain Nelson, of making known his intentions, which he gladly embraced: he informed the captain of the frigate, with a courtesy worthy of an experienced statesman, *That understanding it was the wish of the French, to honour the British West India Islands with a visit, he had taken the earliest opportunity in his power to accompany them in H. M. S. the Boreas, that such attention might be paid to the officers of his most Christian Majesty, as every Englishman in the Islands would be proud of an opportunity of shewing.*—This civility, as might be expected, was not very cordially received by the French; who, in their turn, protested against giving so much trouble; and more particularly, as they had merely intended to take a cruise round the Islands, without landing on any.—Captain Nelson was determined to watch them, and strictly adhered to his purpose. The French officers, having made repeated attempts to elude his vigilance, but without effect,* abandoned their project, and beat up to Martinico. The Boreas immediately beat up for Barbadoes, and never lost sight of the frigate until she was safe in Martinico, whence she had originally sailed."

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* Vol. I. pages 66—89.

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* The Hon. Mr. Boyle, and Mr. Talbot, accompanied Nelson to the governor's: the latter now commands the Victorious, in which ship he so eminently distinguished himself, by the recent capture of the Rivoli, of 80 guns, in the Adriatic. Some of Nelson's officers, who are still living, may remember his address to them on the superiority of the British laws, which the captain of the Boreas made, on seeing a man broken on the cross, at St. Pierre, who had committed murder.

† So closely did Nelson accompany this frigate, that on hearing a drum beat on board her, he asked his first lieutenant, Mr. Wallis, what it meant: " It is their dinner drum, Sir, I suppose." Upon which Nelson replied, —*Then do you take care, when you go to dinner, that the Frenchmen hear* THE ROAST BEEF OF OLD ENGLAND beat.

For a more ample account of the proceedings of the Boreas, whilst on this station, our readers are referred to the valuable Life, whence this information has been taken. We cannot, however, refrain from adding two other anecdotes, as there recorded by Mr. Clarke, of this most extraordinary naval officer.—"It † was on account of this illicit trade (1785), and the cabal formed by men whose duty it particularly was to aid and support the patriotic spirit of Nelson, that a correspondence commenced between him and General Sir Thomas Shirley, ‡ Governor of the Leeward Islands; in which the former clearly pointed out the steps to be taken at so important a crisis. But this zeal and unusual mode of giving advice to a superior, awakening the military jealousy and irritating the pride of the governor, he replied, 'That old generals were not in the habit of taking advice from young gentlemen."—The indignation of Nelson was roused, and his answer was remarkable—*I have the honour, Sir, of being as old as the Prime Minister of England, and think myself as capable of commanding one of his Majesty's ships, as that Minister is of governing the State.*

The other anecdote § is as follows:—" When Captain Nelson was so long confined to his ship, by the shameful prosecution which had been allowed to be instituted against him; some one of his indignant officers, when in conversation, happened to use the word pity.—*Pity!* exclaimed Nelson, *pity, did you say? I shall live, Sir, to be envied, and to that point I shall always direct my course.*

---

* Thus did Nelson, at an early period of his career, secure those islands from the designs of the French, whose subsequent preservation from the same enemy formed one of the latest and most brilliant achievements in his life.—Ed.

† Vol. I. page 71.

‡ So utterly devoid was the mind of Nelson, of any wrong feeling, in consequence of what passed between him and this governor, that on hearing Sir Thomas Shirley had a son, whom he intended for the navy, Captain Nelson immediately offered to receive him on board the Boreas; and he accordingly became the messmate of the subject of this memoir.

§ Vol. I. p. 83.

The Boreas at length sailed from the West Indies, for England, during June, 1787, and arrived at the close of that month at Spithead; she was afterwards sent round to Sheerness, until the 30th of November, when she was paid off. Among the Nelson papers have been found two, respecting the subject of this biographical memoir, hitherto unpublished, which the kindness of a friend has obtained.—They were addressed to Mr. Boyle's father, the Earl of Cork. The following extract is from one dated Portsmouth, July 15th, 1787, on giving him leave of absence from the ship.—"My Lord: I am this moment honoured with your letter. I have great pleasure in doing what I know will give our dear Courtenay so much happiness. He is amiable in the truest sense of the word; and I feel real regret in parting from him. In his professional line he is inferior to none.—His virtues are superior to most."

The other letter was addressed by Captain Nelson to the Earl of Cork, from Portsmouth, on the 22d of the same month (1787), and contains the advice which Nelson sent, at his Lordship's request, respecting the best mode that could be adopted by the young midshipman on coming ashore.—"In the first place, my Lord, it is necessary that he should be made complete in his navigation; and, if the peace continues, French is absolutely necessary. Dancing is an accomplishment that probably a sea officer may require: You will see almost the necessity of it, when employed in foreign countries;—indeed, the honour of the nation is so often entrusted to sea officers, that there is no accomplishment which will not shine with peculiar lustre in them.—He must nearly have served his time; therefore, he cannot be so well employed as in gaining knowledge. If I can at any time be of service to him, he may always call upon me. His charming disposition will ever make him friends. He may as well join the ship, when his brother goes to the Continent. I have the honour to be, &c. &c. HORATIO NELSON."

(1788.) Mr. Boyle was accordingly sent by his father to the care of the Rev. Mr. Smith, at Tewksbury; under whose instruction he remained, until the beginning of the year 1788. He then entered, at the recommendation of Captain Nelson to Lord Hood, (January 9) on board the Barfleur, bearing his Lordship's flag, and commanded by Captain John Knight, in Portsmouth harbour; and in that ship he continued until the 25th of November ensuing, when he went on board the Leander, the flag-ship of Admiral Peyton, commanded by Captain John Peyton, then under orders for the Mediterranean. In this ship he served until June 5th, 1789; when Admiral Peyton gave him an order to repair on board the Aquilon frigate, Captain R. Montagu, as an additional lieutenant:—his messmates, if we mistake not, were Lieutenant W. Brown, now an Admiral, commanding on the Jamaica station, and Lord Garlies. At Smyrna, Mr. Boyle was obliged, on account of ill health, to leave the Aquilon, April 24th, 1790; when he returned to England in the Lightning, a Smyrna merchant ship, belonging to London; and in this vessel he had the pleasure of being accompanied by Lord Garlies, who was going home on promotion.

(1790-93). At the close of 1790, and in the month of November, Mr. Boyle was received on board the Vanguard, commanded by Capt. Sir A. Hamond, in which ship he did the duty of lieutenant, until promoted and appointed to the Roebuck. At the beginning of January, 1793, on the commencement of the first French war, his name appears in the books of the Egmont, of 74 guns, to which ship he was appointed as fourth lieutenant: it was then commanded by Captain Archibald Dixon, afterwards created a baronet. This ship, after fitting at Plymouth, proceeded with the squadron under Admiral Gell, from Portsmouth, to convoy the East India ships to a certain latitude, and then cruised between the Western Isles and the Coast of Spain. The squadron succeeded in capturing the Dumourier, French privateer, of 22 guns, and the St. Jago, register ship, from Lima, her prize which was worth a million sterling. This ship, after a tedious litigation, was condemned, when the captors shared largely; the lieutenants received 1,400*l.* each.—After this valuable capture, and the having given their prizes in charge to the Phaeton, Sir A. Douglas, to convoy them to England, the squadron proceeded to Gibraltar, where the fleet under Lord Hood shortly arrived. His Lordship, previous to sailing, sent Lieutenant Boyle to England, for the purpose of joining H. R. H. the Duke of Clarence, who was then soon expected to hoist his flag. Lord Hood appointed Lieutenant Boyle (May 27, 1793), to the Fox cutter, of 11 guns, and charged him with despatches for the Admiralty. The fleet sailed to the eastward with a fine westerly wind, whilst the Fox, from the great nautical skill and experience of her commander, was enabled to beat, with a foul wind, through the Gut of Gibraltar, and arrived safely at Lime in Dorsetshire. During the passage, a large French schooner privateer, of 20 guns, and full of men, chased the Fox for two days, and fired several shot at her, the Fox returning only her stern chasers: by manœuvring, and good management in using her sweeps, she escaped being captured. Mr. Boyle afterwards served as lieutenant for a short time, in the Excellent, fitting by the Hon. Captain Clement Finch.

During 1794, he served on board the Saturn, Captain Lechmere, fitted for Admiral Vandeput's flag and ordered to proceed with Lord Moira and an expedition under his command, to the coast of Brittany; some political circumstances, however, occurred which prevented it from taking place, and the Saturn was employed on various other services. On the 8th of December, in that year, Lieut. Boyle was appointed to the Mary yacht. When the Jupiter, Commodore J. W. Payne, Capt. W. Lechmere, sailed, in February, 1705, from the Nore, to bring over her Royal Highness the Princess Caroline of Brunswick, from Cuxhaven, the Hon. Mr. Boyle left the Mary yacht, and was lent to the Jupiter as commodore's lieutenant, as the yachts did not proceed on that service. Soon after the arrival of the Princess in England, he was promoted (April, 1795) to the rank of commander; and during the month of October, was appointed to the Kangaroo, a new brig of 18 guns, lying at Deptford.

(1795.) This sloop was very shortly manned by Captain Boyle's exertions, and was immediately sent to cruise off the Texel: On her return to Sheerness, he received orders to proceed to Plymouth and put himself under Admiral Vandeput, who had been appointed commander-in-chief on the Lisbon station. The Kangaroo joined that Admiral's fleet on their appearance off Plymouth Sound; and, after proceeding with them to a certain latitude, was ordered to Bilboa with a convoy and brig in charge.

He then sailed for Corunna; and there, according to his orders, took under his command the Kingfisher brig, Captain Marsh, and cruised on that coast for the protection of the English packets. Captain Boyle succeeded in destroying several row boat privateers, which had done more mischief than larger ones could have effected by various deceptions of boarding vessels, making the coast as pilots, and other similar stratagems. He also, whilst on this service, destroyed a lugger of 14 guns.

(1796.) When appearances in Spain began to look like war, and when the Spanish governor at Corunna not only refused to admit any of our vessels to convey a messenger to England, but even threatened to embargo the Kangaroo, should she attempt to quit the harbour; Captain Boyle, notwithstanding, had the address to proceed to sea, on the 27th of July, and, having received a messenger from Lord Gower, he landed him at Plymouth on the 29th, after a passage of fifty-six hours. He then received orders to refit the Kangaroo, and to put himself under the command of Admiral Sir R. Kingsmill, on the Irish station. In his passage thither, he took a French privateer, of 14 guns, and was again very actively employed.

(1796.) The following copy from the Kangaroo's log, contains an official account of the manner in which Captain Boyle, whilst on this station, accomplished a daring enterprise, in passing through the French fleet during the night, when off the coast of Ireland. The French were to windward, working into Bantry Bay, and he continued under the same sail which the numerous French brigs carried; by which means he was not discovered, though he attempted to board an enemy's lugger in shore. The Kangaroo was repeatedly within hail of their line-of-battle ships. Another brig, La Vipere, of 18 guns, Captain H. Parker, which had stood out of the Shannon, attempted to follow Captain Boyle; but being discovered, was run down by one of the French line-of-battle ships, and every soul on board perished.

Copy of the Kangaroo's Log, Thursday, December 22, 1796. *Cape Clear E. S. E., four leagues.*

"At one P.M. made sail in chase of a sloop. At two, brought-to the chase; proved from Bristol, bound to Galway. At four, from the mast-head, saw several sail to the southward, under the land. Half-past four, counted 19 sail of large ships working into Bantry Bay. At five, tacked to

> the northward, took in top-gallant-sails, and one reef in top-sails, rove steering sail geer, fore and aft, and got the sails on the lower and top-sail yards. At a quarter before six, tacked to the southward. At six, the Bull Rock S.W. two miles. At eight, observed the fleet tack, by signal from the admiral—*viz.* two lights, one under, the other at mizen-peek, and two at the spritsail yard arms. At ten, tacked to the northward. At eleven, tacked to the southward. At two A.M. passed within hail of a frigate. Half-past two, passed and hailed a lugger, who made no reply; tacked, in order to speak her again, when she bore up for the admiral. At half-past four, set top-gallant-sails. At five, passed within hail of a line-of-battle ship. At six tacked. At seven, passed close to a line-of-battle ship and two frigates. At a quarter past eight tacked. At nine, to windward of the fleet. At half-past nine, the weathermost ship hoisted a cornet pendant, white with a red fly, a Dutch flag and yellow one at her mizen-peak; when the lugger in company with her, hoisted a white pendant, with a red fly, white flag with blue border, and half blue half white, at her main-top-mast head. Two ships to leeward shewed large French pendants at their mizen-top-mast heads.—Counted 22 sail, some well into the Bay. At noon, counted 9 sail of the fleet standing in-shore, and a brig (apparently on the look-out), standing to the southward.
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> "December 22. At three P.M. hove-to off Crookhaven harbour, and despatched Mr. Talbot, the second lieutenant, with a letter to Vice-admiral Kingsmill, at Cork."

The Kangaroo had then foul winds to contend with for several days; during which Captain Boyle carried a heavy press to get to Plymouth, where he arrived January the first, 1797, and proceeded immediately to the Admiralty, with the account of the French fleet being in Bantry Bay.

Lord Camden, then Lord Lieutenant of Ireland, expressed his sense of the ability which Captain Boyle had thus displayed, and recommended him for promotion.

(1797.) The Kangaroo having been strained much on this last service, required a refit; which being completed, Capt. Boyle again sailed for the Irish station. On the ninth of April, when about seven miles distant from the Lizard, the Kangaroo tacked in chase of an enemy's cutter, and after 10 hours, having brought her to, she proved to be La Sophie, pierced for 14 four-pounders, with 40 men, four days from Havre de Grace. Having put into Milford Haven, he there first received the melancholy intelligence of the mutinous spirit which there prevailed, and consequently lost no time in getting to sea. On the 13th, he boarded and detained a dogger from Bayonne to Altona, and having sent an officer and three men on board, took her in tow. On the 24th of April, the Kangaroo anchored in Dublin Bay, and on the 9th of May in the River Shannon. On his arrival at Cork, Captain Boyle received the admiral's orders to proceed with convoy to Portsmouth; but, when off the coast of Cornwall, being again informed of the mutinous state, in which were several of the men of war at Portsmouth, he determined to take the convoy chiefly laden with provisions, to Plymouth, where he came to anchor on the 4th of June. He there, however, found the same alarming spirit to prevail in several of the ships; notwithstanding which, he contrived to preserve his own ship's company quiet and orderly. Admiral Sir R. King directed him to anchor close to the Magnanime, lying in the Sound, and to be prepared to act against her should they proceed to greater violence. In this painful situation, the Kangaroo remained several days, and kept off the mutinous delegates from boarding her. By repeatedly urging the crew of the Kangaroo to proper conduct, Captain Boyle actually induced them to offer their services against the ships that were in a state of mutiny at the Nore; which was thankfully received, and the co-operation of himself and officers was immediately promised. This highly praise-worthy conduct of the Kangaroo's ship's company, was conveyed through the port admiral to government; when Captain Boyle was directed to make known the approval of the Lords Commissioners of the Admiralty on that occasion, and several of the men were afterwards selected to make them petty officers.

(1797.) On the 17th of June, the Kangaroo got under weigh, having under her charge a transport with two companies of Irish artillery on board, and standing along the French coast, she on the 23d captured the Surprise lugger, of 8 guns, and 49 men, from Crosie. After chasing several of the enemy's vessels, Captain Boyle, on the 4th of July, boarded and took possession of a Spanish Despatch boat, three days from Rota, bound to South America. On the 6th, he recaptured a Swedish brig, from Stockholm to Naples, which was in possession of the Spaniards; and, having beat off the Spanish gun-boats that attacked him in the gut, the Kangaroo anchored in Gibraltar Bay, with her convoy and four prizes in tow. After various other active service in this ship, Captain Boyle was advanced to post rank, June 30th, 1797, and was succeeded in the Kangaroo by Captain F. Brace.

(1798.) Until the beginning of the ensuing year, Captain Boyle remained on half pay, when he was appointed to the Hyæna, on the 26th of March, at Plymouth, and served in her off Cherburg, St. Maloes, and the Isle of Bas. During this service, the Hyæna was twice in a perilous situation; particularly on the 19th of September, 1798, when after having anchored in Graveling Bay, on standing out to sea, she suddenly struck on a rock. Le Cape Point bearing north ½ east.—Sent the cutter round the ship to sound, and found deep water forward. They then set steering sails, to try to force her off. The tide was falling fast; when, at 20 minutes before eight, the ship was got off, and stood again into Graveling Bay. On the 2d of March, 1799, Captain Boyle was obliged to leave the Hyæna, from being thrown out of carriage, when his ship was about to sail for Lisbon with a large convoy, having General Tarleton on board, and was succeeded in the Hyæna, by Captain Lloyd.

(1799.) He remained on half-pay, until the ensuing month of June, when he succeeded Lord Mark Keir in the command of the Cormorant, of 24 guns; and was ordered to Weymouth, to put himself under the command of Sir H. B Neale, in the St. Fiorenzo, with the Anson, Captain Durham, to attend upon his Majesty. Whilst on this service, Captain Boyle met with the most gracious consideration from the King and the Royal Family. He was afterwards ordered to Portsmouth, to fit for foreign service, and thence proceeded, with the Pomone frigate, Captain Carthew Reynolds, and the Argo frigate, Captain James Bowen, to convoy the trade bound to the coasts of Spain, Portugal, and the Mediterranean. On the passage out, the Cormorant was ordered to leeward of the convoy, to take a bad sailing brig in tow. On this service she parted company with the rest, and during her passage to Lisbon, had the good fortune to recapture an English West Indiaman, and a Spanish brig, of 16 guns. From Lisbon, the Cormorant took convoy to Gibraltar, and thence proceeded to join Lord Keith at Leghorn, where she arrived the day after the unfortunate accident of the destruction of the Queen Charlotte by fire. Lord Keith immediately hoisted his flag on board the

Audacious, Captain D. Gould, and taking with him the Cormorant, proceeded off Genoa, to act in concert with the Russians, under General Melas. This squadron was most actively employed in co-operation with the Russian troops, but Captain Boyle was detached from that service, and sent to Egypt.

(1800.) The circumstances which attended the subsequent loss of the Cormorant,* off Damietta, during this year, owing to the great incorrectness of the charts, when that ship was on her way to

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* It may perhaps be most adviseable, in this place, to subjoin a copy of the court martial, which afterwards assembled (November 17, 1800) on board H. M.S. Genereux, in Port Mahon.

Present,
Captain Thomas Louis, President.
Captains.
Manley Dixon,
Charles Ogle,
James Stevenson,
John Broughton,
Thomas Rogers,
James Hardy,
Thomas Stephenson.

The Court, in pursuance of an order from the Right Hon. Lord Keith, K.B. vice-admiral and commander-in-chief of his Majesty's ships and vessels employed, and to be employed, in the Mediterranean, &c. &c. &c. dated the 15th of November, 1800, proceeded to inquire into the circumstances by which the loss of H. M. S. the Cormorant was occasioned, and to try the Hon. Captain Courtenay Boyle, his officers and ship's company, for their conduct on that occasion.

The Court are unanimously of opinion, that the loss of H. M.'s late ship the Cormorant, was from an error in the reckoning, occasioned by the great incorrectness of the charts. We therefore fully acquit the captain, officers, and ship's company, from any blame thereof, and are further of opinion, that the conduct and exertions of the Hon. Captain Courtenay Boyle, appears to have been highly meritorious and exemplary on this unfortunate occasion.

The Court do, therefore, unanimously adjudge, that the Hon. Captain Courtenay Boyle, his officers and ship's company, be fully acquitted, and he is hereby fully and unanimously acquitted accordingly.

(Signed) Thomas Louis,
Thomas Rogers,
James Hardy,
Thomas Stephenson,
Manley Dixon,
Charles Ogle,
James Stephenson.
J. Broughton.

(Signed) J. M. Marchant,
Appointed to officiate as Judge-advocate on the occasion.

Alexandria, with despatches, containing the ratification of the Treaty of El Arish; and the subsequent cruel imprisonment and savage treatment of Captain Boyle by the French, contrary to the usages of war, are so interesting, that we have endeavoured by means of different friends, to collect every document that could be obtained; the principal of which are a correct copy of Captain Boyle's own journal, and of a letter addressed to his wife when General Menou had told him, he must consider himself as an hostage for the safety of Bodot, who had been an aide-de-camp to Buonaparte, and was then in the hands of the Grand Vizier.

Journal kept by Captain Boyle, of the Loss of H.M.S. Cormorant, on the Coast of Egypt; and of the treatment received by the Officers and Crew, from the French, whom they made Prisoners:

"On the 21st of April, 1800, when off Genoa, I received the orders of Vice-admiral Lord Keith, commander-in-chief in the Mediterranean, to proceed in H.M. Ship under my command, without loss of time, off Alexandria, being the bearer of despatches of the greatest consequence for Sir Sidney Smith, who commanded a squadron on the coast of Egypt. I had permission to anchor in Leghorn Roads, for the purpose of completing my provisions, &c. and I left that anchorage on the ensuing 27th. Having passed the Islands of Sicily and Malta, we saw no land until the 15th of May. On that day, when off the coast of Libya, I boarded a Greek vessel, the master of which pointed out to me the entrance of Bengazza, a small port a little to the westward of the Annanean Islands; whence the master took a fresh departure. The wind was then easterly, blowing hard, with a heavy sea; and continued so until the evening of the 18th, when it shifted to the N.W. a fair wind. We then shaped a course for Alexandria, carrying all possible sail, until the evening of the 20th of May. At noon on that day, our distance from thence, by the reckoning of Mr. Moubray, the master, was 110 miles; which agreed also, within six or seven miles, with the mates and midshipmen (seven in number), who sent their day's works into me. At 8 P.M. having run 56 k. 6 f. our remaining distance from the port of Alexandria, was 53 k. 2 f. Mr. John Blyth, first lieutenant, had charge of the first watch from 8 to 12. I remained on deck with him, until 10, to see the sails shortened and topsails reefed. During those two hours, I ordered Mr. King (mate) to heave the log three different times, to ascertain her medium rate of going; and in order more accurately to ascertain her distance from Alexandria, at 9 I allowed her seven miles, at 10 five: therefore, at that hour, our distance by reckoning was reduced to 42 miles.

On quitting the deck, the orders I left with Mr. Blyth were, to steer S. E. and by E. and on that course from 8 P.M. to run 18 or 20 miles, which would have left us thirty-four from our destined port; and having gone that distance, he was to bring the ship to, wind W.N.W. or a point on the starboard quarter, with her main-top-sail to the mast and her head to the southward, acquainting me of having done so; heaving a cast of the lead every hour, or half hour, during the night, as the officer of the watch might think proper, and reporting to me, if he got ground under 30 fathoms. I also had ordered the anchors to be got off the gunwales, that they might be ready to let go if necessity required.

"Such was the state of things—when about 40 minutes after 10, I felt (whilst in bed,, the ship suddenly strike. From 10 o'clock, I supposed she might have run three miles; so that I then judged the ship was 38 miles to the westward of Alexandria, her destined port. On instantly reaching the quarter-deck, I ordered the quarter-master of the watch to get a cast of the lead, from each bow and quarter: he did so, and acquainted me that he found no more than 2½ fathoms water.* As the wind was aft and forging the ship further on the shoal (which circumstance prevented our anchors being of service to us), I immediately ordered the sails to be furled, and to prepare for striking top-gallants and top-masts. I then hoisted the boats out, and sent Mr. Moubray, the master, to sound round the ship. During his absence, the cables were ranged, hammocks stowed in the nettings, and the ship made as clear as possible for work On his return, he informed me, that the ship had run a great length in, on the shoal; and that he could not find deep water at a less distance from her, than three cables' length. Top-gallants and top-masts were then struck, and the ship made as snug as possible. At day-light, which appeared a little after two P.M. I found she had grounded within a mile and a half of a low sandy shore; without a tree, or any object to give us the least idea of our situation on the coast—a heavy stern sea striking and setting her fast in shore.

"I then ordered, as the only plan in my opinion likely to save the ship (our launch being too small to carry our bower anchor, which was 24 hundred weight), to build a large raft with our booms, carrying out four tow-lines on our kedge, in the cutter, in the direction of the deepest water; and hauling the raft to the kedge, let go the bower, and heave taught from it. To lighten the ship as much as possible, the guns were slung and ready for heaving overboard, being buoyed with buoy ropes sufficiently strong to weigh them again. This plan was generally approved.

"Mr.Moubray had now returned on board, with the end of the fourth tow-line from the kedge, when we prepared to put my scheme in execution; and, though it failed, from the sea continuing to rise very fast, which upset the raft, when the anchor was on it, I must acknowledge the great exertions of the officers and men, and must give credit to the carpenter, for his zeal and ability in constructing that raft. It now appeared to be the general opinion, that the ship could not be saved: the rudder pintles had been broken from the ship's heavy striking, the rudder itself unhung and gone, and though I had little hopes myself, yet to shew that mine were not entirely given up (which I judged might encourage the men), I gave orders, a second time, to attempt getting the anchor on the raft, which was again under the bows; and though no exertion was wanting, we were equally unsuccessful. At noon, the haze clearing from over the land, we discerned, with our glasses, a town, bearing S. W. distance about 11 miles, which we supposed to be Alexandria: but were quite uncertain, as no one on board had ever been on that coast. At 3 P.M. the carpenter reported to me, the pumps choaked and the ship filling fast; and that he thought no exertion could save her. My first consideration then was, by what method I was likeliest to preserve the lives of my people in quitting the wreck. To keep them sober was absolutely necessary. Having ordered the spirit room to be opened, under the inspection of the 2d lieutenant, their allowance of grog was now served, and the hatches were then finally secured. And at the same time, the first lieutenant was directed to break the people off from their work, for 10 minutes, in order that they might drink their grog, and collect a few cloaths together to take with them: a sail was then cut up, and, to each man, a piece of canvas was given, to put his cloaths into. On their return to work, the carpenter was ordered to turn-to directly, and make rafts for the landing of the people, which he did with his former zeal and good management.

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* *Ship's Depth.*—Aft, 14 ft. 8 in.——Forward, 13 ft.

"I was aware that some part of this coast was inhabited by Arabs, and judged it necessary to take such precautions as would defend me (should we be obliged to march by ourselves to a French post) from any insult from those people; whose ignorance of different nations was so great, that they might have taken us for French, or for the sake of plunder have attacked us. Two of these people came down armed, abreast of the ship, and unhooped a cask, taking away the hoops with them: It had been thrown overboard to gain the then high water mark, for the purpose of ascertaining if there were any rise or fall of tide.—I was particularly fortunate in keeping the people sober, obedient, and attentive; and had now planned and given orders to Lieutenant Blyth, for their quitting the ship with him. They were to have a sufficient number of arms, and ammunition headed up in casks for the use of the ship's company, thrown overboard to float on shore before him; and he himself was to go with part of this division, on the first raft; and was, on landing, to distribute their arms to them, collecting and preserving whatever casks, &c. had beached. I ordered my effects, and those of the officers, to be put in casks, and thrown overboard also; and when we should be all landed, the officers had my orders to form their respective divisions into a solid square; placing the boys in the centre, with pikes, to appear as formidable * as possible, and taking with us a brass 4-pounder which had been buoyed so as to float ashore. In this manner, it was intended to march to the first French post; and there, delivering up our arms, claim the privileges attendant on a flag of truce (which I had already done by letter to Kleber), during the time necessary for the preparation of putting these orders into execution.

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* This was done in case of meeting with the Arabs, who were imagined to be in possession of the Delta.

"Being of opinion that the town, which we now discerned from the haze clearing up, bearing about S.W., might be Alexandria, I opened the public despatches entrusted to my care; and which I had Lord Keith's directions to do, and act thereon myself, should Sir Sidney Smith be absent on my arrival off Alexandria: These despatches were a ratification of the Treaty of El Arish, entered into in January, by the Grand Vizier, Sir Sidney Smith, and General Kleber, for the evacuation of Egypt by the French troops; and which I now made myself as fully acquainted with, as my wretched situation would admit. From these powers, I judged, that, according to the law of nations, I might consider myself as, and claim the right of, a negociator; and, under such an idea, I ordered a flag of truce to be hoisted, continuing our signal guns of distress, which we had fired from our first striking. I then sent Mr. Moubray, the master, well armed, in the cutter, with a letter, addressed to General Kleber, or to the officer commanding at the town in sight, which we still supposed to be Alexandria; but directing him, at the same time, if in his passage he fell in with any vessel, that could carry our bower anchor out, or by any means be useful to us, to press and instantly return with her to the ship. The copy of the letter I wrote to Kleber, was lost in the confusion of things when on shore; but the purport was precisely as follows:—

"I began with stating the unfortunate loss of his Britannic Majesty's ship; and then claiming as a negociator, having been sent on such a mission, the right and respect belonging to a flag of truce; and that, as he could not, under such circumstances, make me a prisoner of war, he would admit of my immediately joining Sir Sidney Smith, to communicate to him the orders I had received from the commander-in-chief, respecting the ratification, by the British government, of the Treaty of El Arish, which he had entrusted to my charge; empowering me to act thereon, in the absence of Sir Sidney Smith, as if he had been on the spot, and had negociated himself.

"(1800.) It was about eleven A.M. when the cutter left the ship; and at a quarter after four P.M. observing a French flag of truce coming towards the beach, abreast of the ship, I threw out the signal of recall for the cutter, which had been agreed on, but from her distance it was not distinguished. At half-past four, the officer bearing the French flag of truce arrived on the beach, with a party of cavalry; when I sent Mr. John Blyth, first lieutenant, to him in the launch, to claim his protection and to acquaint him with my mission; at the same time ordering Mr. Blyth to take on shore a coil of ¾ rope, with the hope of having a fixed raft rope to depend on. This order, from the heavy sea running and surf breaking on the beach, could not be complied with, and the launch was upset, drove up, and stove—the men, however, were landed safe. I then ordered the main-top-sail and mizen-stay-sail, to be set on the ship, to forge her as near the shore as possible; both to shorten the distance for the raft's getting on shore, and that we might have a better opportunity of saving the men's lives: In this attempt I was fortunate; for with a heavy stern sea she lifted in, to about a quarter of a mile from the beach; and made such a bed for herself, as to prevent the enemy ever getting her off, or her being of the least service to them. She was bulged, and her between decks full, and the sea making a fair breach over her, when I ordered casks to be got up for the officers to put their effects into, and to throw them overboard, as soon as filled: having given prior orders to Lieutenant Blyth, as already noticed, to collect them together when beached, and keep them so, with a watch of our men over them until we had all landed.

"We were employed in making rafts all the evening, heaving the shot, arms, ammunition, &c. overboard, and destroying the signal flags, and other stores. At six P.M. two rafts had left the ship, and landed the men safe; and these, with the launch, had carried ashore between 40 and 50 persons. We found it, however, impossible from the heavy sea, to send by either raft a line on shore to fix a raft rope; which prevented our getting those off which had once beached. Night was now fast advancing, and dark; and I thought, if I sent any more men from the ship, they would, in all probability, be plundered by the French soldiers.

"After seeing the arms that had been put into casks and all other remaining on board, as well as shot, ammunition, &c. hove overboard, and all stores destroyed which could be got at—I in the next place directed my attention to the remaining part of the ship's company, who had worked hard during a long and hot day, and had been up all the former night. The cold meat, together with some bread and cheese, which my servants had saved, was distributed amongst them; and by muster they were each served with a pint of port wine. They were then ordered to hang their hammocks up, under a raft lodged on the gunwales between the main and mizen masts, covering it with the painted hammock cloths to keep the people dry, as the sea was then making a fair breach over the ship. At 3 A.M. on the 22d, when day broke, seeing that the surf had abated, I ordered two men in a small twelve-foot prize-boat, to go as near the shore as possible, without attempting to land, and to inquire of Mr. Blyth how things were going on. At 5, the boat returned alongside, with a message from the officer commanding the French troops on the beach, by name Morée, an aid-de-camp of General D'Estang, who commanded at Rosetta, the town in sight—to say, It was the general's wish that I should come immediately on shore, and acquaint him with the purport of my letter to General Kleber. I thought it prudent to go and see this officer; assuring the people, that I did not mean to leave them, whilst there was the least danger in remaining on board; and that nothing should prevent my return. It was in the same small prize-boat that I left the ship; and finding, that as the sun arose, the sea got up, and that there was again a very heavy surf on the beach, I was obliged to jump out and wade on shore, perceiving the imprudence of attempting to get the boat through the surf. On my landing, the French officer acquainted me, that General D'Estang, having received my flag of truce, had desired I would proceed to Rosetta, and acquaint him with my mission. As I had assured the people on board, that I would return, I was determined immediately to do so; and told the French officer, that I had not given my final orders, and must therefore go back for that purpose; which being done, I would immediately leave the ship, and come to him: I could not, at the same time, help making known to him my astonishment, that my officers and men, who had landed the evening before, had been marched off the spot; and that my servant boy (who alone was left behind) had acquainted me, that though many of my things had been collected on their beaching, yet that the moment our officers and men had been marched off the spot, the French soldiers, in their officers' presence, had broke open the casks and boxes, sending the Turkish peasants away with the effects. Morée, the before-mentioned officer, and Dumyné, a captain of marine, who had been sent to protect us both assured me, that every thing was safe and would be secure—that they themselves were answerable for this: At the same time desiring me, to have my name marked on any thing else sent from the ship, that my own things might be particularly known; which was done. Both these officers again pressed my going immediately to Rosetta: I, however, repeated, I had not given my final orders on board, and must return. After many attempts through a very heavy sea and surf, to get the little boat off, I at last succeeded in boarding the ship, about 8 A.M. and found Mr. Moubray in the cutter (who had been absent all night), coming alongside at the same time: he had returned without seeing any vessel, or being able to find the entrance of the river.

"Having now destroyed all the papers which I did not wish should fall into the enemy's hands, I told the remaining officers and ship's company on board, that as two rafts were completed, which would with great ease land them all, I thought my presence no longer useful; and that the sooner I could see the French general, the greater probability there was of my preventing them from being plundered: Yet if they thought otherwise, I would stay on board to the last moment. With three cheers they agreed to my proposal; and at 9 A.M. I took the surgeon, Mr. Duncan Campbell, and two men on shore with me in the little boat; leaving the 2d lieutenant, Mr. George Adam Ross, and the master, with the necessary orders for the remaining people quitting the ship.

"We were successful in landing safe, though the surf swamped the boat before we reached the shore. On my landing, I received fresh assurances from the two before-mentioned officers, of the safety of the effects belonging to myself, my officers, and men. Morée then ordered two horses for myself, and the surgeon, and we were escorted by a party of horse to Rosetta. I began very much to doubt the sincerity of the assurances of these officers, respecting our clothes, &c. on observing that the servant of the officer commanding the party of horse, by whom we were escorted, had an English clothes bag filled and strapped behind him on his horse; which, on my remarking to the surgeon, that the bag belonged to some of us, the French officer said he had purchased it, though he knew not of whom. Having arrived at the Bank of the Nile, a distance of about 11 miles, we crossed the branch that separates the Delta from Rosetta; where we arrived at 12 o'clock, at the house of General D'Estang, and found there the officers who had landed the night before. I acquainted that general with my mission, and requested he would give orders for the safety of my officers' and people's clothes; which he promised should be attended to, and also that he would forward my letter to Kleber, at Cairo.

I then requested, that he would order a writing case of mine (describing it, and offering him the key) to be kept sacred, as it contained only my own private papers, money, trinkets, &c.; and that, on its being brought to his house, he might open it for his inspection. He instantly sent a messenger off, with, as he assured me, orders to his aid-de-camp, Morée, to comply with my wishes: however, they had no effect—the box was broke open, and I believe every thing valuable taken out; and this act of plunder was committed under the mask of gaining intelligence from the enemy. The second lieutenant, being an eye witness, remonstrated with the officer on such shameful conduct; and my servant tried to seize some of my property, that had been thrown out in the scramble by the soldiers; they, however, prevented him, and collected round the case, to second the views of their officers, and to have their share of its contents.

"At 3 P.M. the second lieutenant, master, and the other officers and men, who had been left behind, arrived at General D'Estang's; myself, with the rest of the officers, were lodged in an old apartment in the general's house, which had not been inhabited for some time; and where we were annoyed with all kinds of vermin and dirt. My people were imprisoned in an old house in the town; where, on the morning of the 22d, I went to see them, and they were tolerably well.—They cheered me. I met many French soldiers in the streets, with clothes, &c. belonging to my officers, offered for sale: on making a seizure of some, which belonged to the carpenter, the possessor said, he had bought them of some of my men; though this I was convinced was a falsehood, as I was myself plundered of all, except the clothes I had on, and of a dry suit, which my servant had put up in a painted bag, on seeing that I was up to my neck in the surf on landing: these were the whole of my effects, which I had saved from the hands of the French. The writing box, before mentioned, was brought to General D'Estang, who told me, when he had examined the remaining papers in it, he would return it to me—he, however, did not: the most valuable of my things, plate, &c. were in possession of Morée, the general's aid-de-camp, and Dumynè, a captain in the marine, who, as a French officer since assured me, shared the plunder. On my acquainting General D'Estang with the plunder made by the French troops from myself, officers, and men, he said, that it had been done by our people, and that the French *had bought every thing of them*: I assured him, I had sufficient proof to the contrary, if he would allow me to bring it forward; this he declined, and on the 24th proposed to me to go to Cairo, to the commander-in-chief. I opposed his proposition, from being well aware it must cause great delay; as the Nile was at that time quite low, and the navigation tedious, and the circuitous distance between 40 and 50 leagues; and besides, I was still in hopes, that when Kleber received my letter, he would order me instantly to join Sir Sidney Smith. However, in answer to me, D'Estang desired, that I would have my things ready to embark the ensuing evening, in an armed germe (a boat of the country) for Cairo; which I did at 6 o'clock, accompanied by Lieutenant Ross, and cheered by my people; who, poor fellows, got on the top of their prison as I passed them.

"I was allowed to take my servant with me, and our escort was Morée, the aid-de-camp, who suffered the men of this germe to go armed, and to plunder every village at which we landed; taking indiscriminately, sheep, fowls, &c. and at the same time beating and ill using the peasants. And I must here record the conduct of a French officer of the army, a passenger with us, who discharged his fowling piece, loaded with small shot, at a Turkish peasant, whom he hit, who was at prayers on the bank, damning him, at the same time, for an illiterate Mahometan.

"On the 27th of May, we were twice obliged to roll our sails up, being annoyed by the most violent squalls I ever saw, bringing sand off the land in such quantities as would have enabled us to collect our handsfull, had we stood out, and completely covering the decks. The heat from these sand squalls was insupportable, and was dreaded even by the natives. On the evening of the 29th, we anchored off the general's-in-chief house, at Gizeh; but were not admitted to land until we had performed quarantine, which we did, on a small island in buildings covered with mats for that purpose, until the 1st of June, when the paymaster-general of the army, Dorr, arrived in one of Kleber's barges, to give us *pratique* and accompany me to that general, whose reception was both liberal and kind: We arrived at his house about three o'clock. After some conversation with him, in which he acquainted me, that I had arrived too late with the ratification of the Treaty of El Arish; for that, in consequence of Lord Keith's letter, he had attacked the Turks, and had gained such advantages in the country, as to determine him not to quit it;—he then informed me, it was not his intention, from the circumstances I had stated to him by letter respecting the service on which I was employed, and from other facts which I had verbally acquainted him with—to detain me in the country; and that, as soon as an opportunity offered, he would send me to Sir Sidney Smith. I requested he would forward my public and private letters to Sir Sidney Smith; and, on his reading their contents, he assured me he would, and that he intended writing to Sir Sidney Smith by the same conveyance. In the evening he gave me several papers, and a journal to read, kept by a Mr. Moriar, secretary to Lord Elgin: in which it was stated, that at a meeting on board the Cameleon, a *ruse de guerre* had been proposed by Mr. M. to Sir Sidney Smith; and, Kleber observed, that he was convinced, from Lord Keith's letter, it had been the intention of the English government, on his army having embarked, to have made them prisoners; disputing the legality of the passports granted them for their return to France: He desired to know my sentiments respecting the contents of the journal and papers. I declined giving them, and requested he would pardon my saying any thing further on the subject of Mr. M.'s conduct, as I was entirely unacquainted with him, and with the circumstances related in his journal: though at the same time I assured him, he was mistaken, as to his supposition of its being the intention, either of the English government, or Lord Keith, to make his army prisoners, had they once embarked with proper passports.

"Nothing further passed until the 3d of June, when the general, about six in the morning, sent to desire I would come to him; and having given me Lord Keith's letter to read, he acquainted me, that circumstances required his moving, with part of his army, for a short time, from Gizeh; and that if his retinue left the house he had occupied, he had ordered my being sent to the citadel, and had written to the commandant, Dupar, to respect me. I was aware of the cause of the general's movement, with about 1,200 troops, collected in and round Cairo, with several waggons of shells, shot, and some field pieces from Gizeh; having the evening before, been told by a German, a servant of the general, that the Turkish fleet had appeared before Alexandria, and that a descent was expected there, or on that part of the coast. From this circumstance, D'Estang had sent the officers and men of the Cormorant, from Rosetta, in an open germe, without bedding or covering of any kind, exposed to a scorching sun, and squalls of hot sand—living on bread and water only; and they had been encouraged to embark in that state, from his telling them, they were going off the Bar of Rosetta to be immediately exchanged. They arrived at the island of quarantine, about two miles below Cairo, on the 4th of June, and on the 8th were sent to prison in the citadel; where no other allowance was made them therein but bread, and the water of Joseph's Well, in the citadel; which the French soldiers were not allowed to drink, from the report made by their medical men, on the bad effects it had on them. The water of the Nile was brought to the citadel at the same time, in skins on camel's backs, at the most trifling expense. This noxious water produced the dysentery amongst both officers and men; and though remonstrated against by me, to Menou, the then chief commander in Cairo, he took no steps to remedy it. On the 9th of June, in consequence of my application by letter to him, being unwell, he allowed Mr. Campbell, the surgeon, to come to me in Kleber's house; where an apartment was ordered for him. From Mr. Campbell, I was informed of the wretched situation of my officers and men in the citadel, and in consequence wrote to Menou again for their removal, but to no purpose.

"On the 11th of June, Kleber, having gained intelligence that the Turkish fleet had no troops on board, returned to Gizeh; and in the evening, on my acquainting him with the situation of my officers and men, he assured me, that it was his intention to take the officers out of the prison in the citadel, and to distribute them and myself in the houses of five different generals in Cairo; he left me the choice, either of remaining in his own house, or of going to that which belonged to General Damas. From the conversation I had with him before, I was convinced that this was a prelude to our leaving the country: the men, he said, should be lodged in Gizeh, where the air was good, and he trusted they would remain in health; and this removal was to take place the next day. On the 12th of June, he gave a dinner to myself and all my officers, whom he had desired me to invite in his name. Most of the general officers at head-quarters were present; our number was 38, and the dinner was in the garden.

"At about six in the evening, I took my leave of the general; when he told me, that on any day when I might wish to see the Pyramids, he would order an escort for me, and would provide a horse for myself and for as many officers as I chose to take with me. At the same time, he desired me to apply to his secretary, if I wanted money, &c. since he had received his directions to supply me. The conduct of General Kleber to myself, officers and men, throughout, was truly honourable; and I cannot but lament the unfortunate death of a man, whose principles I had every reason to think so highly of.

" My men were lodged in their new prison at Gizeh, and it was so late when we arrived at the gates of Cairo, on our return from General Kleber's dinner, that we could not procure admittance into the house of the commander-in-chief; which was at that time undergoing a repair for his reception, and was not in a state to receive us. We were, therefore, all lodged for that night, at the house of General Damas; and on the morning of the 13th of June, I was requested by him to distribute myself and officers at his own house, and at the houses of Generals Menou, Frion, Regnier, and the commissary of marine, Le Roy. He also begged, if I liked his house, that I would remain there, which I accordingly did; together with the surgeon, purser, and one of the mids, until the evening of the fourteenth. From General Damas I received every civility—I was allowed to occupy in his house a sitting room and bed room, and was desired to ask for whatever I wanted.

" (1800.) Such was the state of our affairs, then so flattering and hopeful—when, on the morning of the 14th of June, after a ride with the adjutant-general, Martinet, to see the city and citadel, I observed on our return a great confusion in the streets. General Martinet had rode on before me, as I had waited behind a little, to observe the singular manner of the Egyptians, their houses, shops, &c. Having stopped at the entrance of a mosque, a French soldier pulled my coat and informed me, ' That the commander-in-chief, General Kleber, had been wounded by a Turk; and for my own safety he would advise me to return immediately to the citadel.' I, however, rode immediately up to Martinet, and acquainted him with what I had heard; he replied, that he knew it, and should lose no time in going to his house; where, on his arrival, his aid-de-camp informed him that Kleber had been assassinated by a Turk, and gave him the following account:

" On Kleber's return from reviewing the auxiliary troops, he had gone to the house of General Damas, where it was his intention to have breakfasted. General Damas's house joined Kleber's garden wall; and previous to the hour of breakfast, Kleber, having put his sword and hat down in General Damas's breakfast room, had walked out in his own garden, with the architect, Citizen Protain, in order to see the alterations making at his house. Having passed a well, adjoining the walk, a Turkish peasant who had secreted himself there, jumped out, and before Kleber could at all defend himself, this fellow had plunged a stilleto into his body, in five different places, the first of which was mortal, and he fell without uttering a word. The architect had a small rod, or rule, in his hand, with which he tried to defend himself, and to secure the assassin; but without effect—for he had also received nine wounds with the same stilletto, though they did not prove mortal. The assassin left the spot, and went amongst the trees; where he was taken in about a quarter of an hour afterwards, by one of Kleber's guide guards,* from whom he received a sabre wound in the left arm, on his making resistance. The stilletto he had buried in the ground close by him, which was found by one of Damas's aid-de-camps. This instrument I saw; it was about 16 or 18 inches long. The garden wall was surrounded by the guide guards, immediately on the report of Kleber's assassination, to prevent the escape of this man: which, however, appeared to me useless, as I am convinced, from what I saw, it was not his wish to save his own life; for had he jumped a declivity of about 8 feet, which was close to the walk where he committed the act, and had crossed the place Esbequiez; among the many Turks constantly there, he might have passed unnoticed, and might have got into any mosque he had wished in the city, where his person would have been secure.

" Martinet immediately left his house, for that of General Damas, where Kleber's body had been taken; desiring me to remain at his, and that he would soon return. After waiting half an hour, and hearing nothing from him—seeing also the troops and artillery in the place Esbequiez in motion; and understanding, that a revolt in the city was momentarily expected, I thought it advisable to lose no time in getting to my own apartments at General Damas's; where, on my arrival, and in the sitting room which the general had given me, I saw the assassin bound, hand and foot, with the wound of the sabre in his left arm, which was then bleeding. Having suffered the punishment of the bastinado, from which his feet were much swelled, he was undergoing an examination by several general officers, interpreted by a man, whose name I forget. I remained in the room, amidst the numerous spectators, unnoticed by any one, excepting an aid-de-camp of Damas's, whom I stood next to, for near an hour; when my ears were assailed with, '*Il y a Le Capitaine Anglais, qui est un alliè de ce gueux,*' (there is the English captain, an ally of this wretch). Orders soon came for my removal to the citadel; not allowing me to wait even to put my things together, or to take them with me—though repeated assurances were made, that they should follow that evening. I was instantly marched off, with the surgeon, purser, and mid, who had been with me in Damas's house, under a serjeant's guard, and were conducted by an officer to the citadel. In crossing the square, I observed their troops out under arms—horses to the cannon, and all prepared, should a revolt of the inhabitants of the city take place, which the assassination of Kleber had made them consider as the signal of. In marching through the city, every door and window were shut—not a house of any description was to be seen open.

" On our arrival in the citadel, we were shewn two prisons, in which we were to be confined; and we were ordered instantly into one, and a centinel was placed at the door. They told us we were to remain there, until the commandant had seen us. After waiting near an hour, he arrived—and said, *There you are to be imprisoned, Englishmen; so distribute yourselves immediately in these two places:* There was no apartment, he said, in particular, *for me*; and I was therefore obliged to remain in one of these, without bedding, or any thing else—and the cell itself so close to the common sewer, &c. of the citadel (being merely separated by a yard, about 10 feet in length, into which the door of my cell opened), that the stench from it repeatedly caused sickness at our stomachs. This cell was small, low, dirty, and without windows; two openings excepted, to admit air, which had formerly been framed; and was so full of vermin of every kind, as to prevent our rest. On my remonstrating with the commandant, Dupar, to whom I stated—That such was not the manner in which their prisoners were treated by us; and that a man, even under sentence of death in England, though closely confined, yet his dungeon was clean and wholesome, and very preferable to mine—he made me no answer, and appeared to treat my complaint with such insulting contempt, that I withdrew, desiring to know whether he would send a letter from me to General Damas's house? He said, *leave it open, and I will.* From the melancholy event of Kleber's death, who was the great friend of Damas, I judged it indelicate to write to him on the subject of my prison: therefore wrote to Colliquet, one of his aid-de-camps; who came to the citadel about six in the evening, and requested, in General Damas's name, that the commandant would give us better apartments. This, however, had no effect; and we continued in our wretched holes.

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* This man was in consequence made an officer.

"On the 17th Kleber was buried near the hospital, which stands on the island of Rhoida, opposite Gizeh.* Soliman Illeppy, the assassin, suffered death, by having the flesh burnt off his right hand, and by being empaled; in which situation he lived one hour and forty minutes, dying without shewing any fear, and declaring to the last—That the act which he had done was meritorious, and one for which he should be made happy in the other world. He continued exclaiming, from the moment of his hand being burnt, to that of his death, *Tay Hip*, or, *That's good!* Three Sheiks of the Church, whom he had made acquainted with his intention, by praying with them for success, had their heads taken off and stuck on pikes round the pale on which the assassin was executed; their bodies were burnt. Two other Sheiks, who were concerned, made their escape.

"On the 19th I had an audience of General Menou, who succeeded Kleber. He told me to write to Sir Sidney Smith, as he was going to send despatches to him; and that he had determined on keeping me as a hostage, to answer for the safety of Bodot (aid-de-camp to Kleber), then in the hands of the Grand Vizier; whom he, Menou said, had detained with a flag of truce in the battle of Materria.† This struck me, and I remarked it to him, as being a very strange mode to adopt for the exchange of prisoners; making me a hostage for a prisoner in the hands of an allied power, and which was clearly contrary to the law of nations. His answer was—*I have determined on it, and shall be as cold as marble to all applications from you, or for you, until the arrival of Bodot at a French post.* I then asked him, if it was his intention to exchange my officers and men,—

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* Kleber's body was to be removed to the Temple of Pharaoh, in the citadel.

† Heliopolis.

that I might send a return of them to Sir Sidney Smith; or whether, according to the articles existing between the two nations, of not making surgeons, pursers, clerks, &c. (civilians) prisoners—he would not wish to send them out of the country? Of this, he said, he would consider. I then acquainted him of the very improper place in which I was confined; stating, that it was so near the common receptacle of filth of the citadel, as for the stench often to cause sickness; that it was also dirty, and full of vermin. That for the first 18 hours, I had nothing given me in it but water; and, owing to the commandant, my servant was not allowed to go out of the citadel, to purchase the necessaries of life. He replied, that he would give orders to the commandant on the subject; and in consequence, I expected to be removed: to prove the necessity of which, I requested he would order a medical man to visit our dungeons; and to report, whether, in his opinion, they were places that any human being could possibly long exist in.

"My health and spirits now daily began to sink under the dreadful tyranny we experienced, and at the horrid scenes of cruelty and bestiality which the French officers appeared to delight in. The fidelity and attachment of a little Malta pointer which I had, was my principal solace. Menou's determination to make my life answer for that of Bodot's, was never in the smallest degree abated; and I accordingly prepared to meet death with firmness and resignation: My greatest struggle was, in taking a solemn farewell of my wife,* which I at length did by the following letter, addressed to her in the land of liberty and happiness; and I gave it in charge to Mr. Peche, purser, who was my only companion, and behaved remarkably kind and well, both to myself, and my ship's company.

To the Honourable Mrs. Boyle.—From my prison in the Citadel of Grand Cairo, June 19, 1800.

" 'Should this ever come to the hands of my beloved wife—I shall be no more. Torn from this world by a cruel enemy, who has bound me to answer for the safety of another captive, a French prisoner, in the hands of the Turks, our allies. Should I, though innocent, suffer this unmerited death, I trust in God that I shall possess sufficient fortitude to die as a man, and sufficient religion to die as becomes a christian. My last prayer will be for the happiness and comfort of my beloved wife, and of her child, should it have pleased God that she has survived her lying-in. So high an opinion have I of her devout mind and excellent heart, that I shall only recommend her to instil into this dear infant, its mother's principles and virtue.

" 'Assure our friends, my loved Carolina, and particularly our dear mother, that my soul, which will pray to God to receive it during the last moments that it lingers here, will quit this world with emotions of gratitude for their kindness to us both, and with a conviction of its continuance to you and to our child..............I cannot write more in the wretched prison where I am confined. Summon, dear Carolina, your utmost fortitude, and endeavour by prayer to console yourself in this world of trial.

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* The Hon. C. Boyle had, during the preceding year (April, 1799) married Miss C. A. Poyntz, daughter of William Poyntz, Esq.

" 'This is the tribute I ask to be paid to the memory of a husband, who wished only to live to promote your happiness. Let my just debts be paid; and give to John Stephens, an old and trusty servant of my father, fifty pounds. Prove this my last will—leaving and bequeathing every thing I possess, to my beloved wife, *Carolina Amelia Boyle.*

" 'Wrote in prison, in the citadel of Cairo, after having had an audience with the French general-in-chief, Menou; who informed me, that he had determined on this step, and that no application should make him move from his determination. Adieu, for ever! My much loved and esteemed wife, adieu!

'COURTENAY BOYLE.'

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" (June, 1800.) I heard nothing further on the subject until the 22d, when Desgenette, physician-general, called on me, and said, *This is certainly a very improper place for you. I will report it to the commander-in-chief.* On the 23d, an officer came with an order from the commander-in-chief, Menou, to take our arms from us: they consisted of four swords and a dirk. One of mine, a Mameluke sabre,* had been taken from a Bey in the battle of Heliopolis, and had been bought by an officer for me, by the order of Kleber; who, had he lived, I think, intended to have made me a present of it: As we were so strictly confined, being locked in every evening at sun-set (yet still open to the insults and plunder of the Greeks, &c. who had enlisted into their service), I told him, I thought there could be no danger in leaving those few arms in our possession, which, with Kleber's leave, we had hitherto kept.

" On the 26th, Menou visited every part of the citadel, and all the prisons, ours excepted.—He passed the door, without taking any notice of our wretched state. On this day, my first lieutenant was obliged to go to the hospital, in consequence of illness from our dreadful situation, where he was lodged, by the surgeon, in a ward with some French officers: which, on the commandant's hearing, he ordered him immediately to be moved out, and taken into that where lingered eight of our common seamen. Having now waited, without seeing the physician-general, six days, and having also made other applications to Menou, without success, for my removal, and finding my health daily on the decline; I was determined, on account of the stench of my prison, to remove into a large cell, which was within the gates of the apartments where the warrant officers were confined. This cell had two large grated iron windows, and the air, from its size and situation, was more wholesome than the former; yet, it was so full of vermin of all kinds, *viz.* serpents, scorpions, centipedes, &c. &c., which repeatedly obliged me and my servant during the night, to get out of bed to destroy them—That although more airy than my last, it was so disagreeable as to induce me again to apply to Menou, and others, to be removed, but without success; and I was kept closely confined there, with two of my servants, who were allowed no separate room. These two men were soon confined by fevers to their beds, and both of them died. In this dungeon I was kept for 29 days.

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* Which sword H. R. H. the Prince Regent did me the honour of placing in his Royal Highness's armory at Carlton House.

"(1800). The 27th of June was the first day that the French made any allowance to our men, agreeable to the existing articles between the two nations. Having no agent in the country to supply them, I had repeatedly applied for the regulated allowance of money or provisions; stating to Menou, that the men had lived on bread and water only, since their being made prisoners. This treatment I was fully convinced was used, in the hope of compelling them to work; which was proposed on the first of July, by the French commissary, at Gizeh. When the men answered, they dared not, consistently with the articles of war, under which they served; and they begged, that a letter, which they had written on the subject, might be sent to me. It was taken from them with a promise it should; and though it never came to my hands, they were told I had received it, and in answer had said, that *I had no objection to their working*. They accordingly were instantly ordered out to carry wood, and to clear stones from ruins, &c. and were assured they should be paid for their work. Upon which, thirty-three of them, mostly petty officers, one of whom had only that morning come out of the hospital in a convalescent state, and another a lad of 14 years old, declared, That the heat was so excessive, and themselves so much reduced from the very different manner in which they had lived, that they could not bear the fatigue, were they even inclined to do so. This conduct was instantly construed into an act of mutiny; some of them were beat and ill used, and the whole number was instantly marched off to the citadel under charge of an officer's party of infantry, where, before the French officer had observed me, I found an opportunity to speak to them, and to find out the cause of their being removed. They were instantly put into a dark dungeon, from which Turkish prisoners in irons, under sentence of death, were taken. In this wretched place of confinement, they had only a small crevice in the wall, through which they could receive air, or light; and a hole had been dug by the Turks, from which the stench was most intolerable. Here they remained 24 hours, without the French commandant sending any thing, but a jar of the water of Joseph's Well, the noxious quality of which I have before mentioned. However, I found the gaoler a man of more humanity than the commandant, who had ordered no person to be admitted to see them; and this gaoler allowed me to send these poor fellows some pipes and tobacco, the first thing that struck me as being adapted to purify the putrid air, and to preserve their health. These I sent by my worthy companion, Mr. Peche, who was ever ready to volunteer in the cause of humanity. In the evening I also sent them in some boiled eggs; and each day afterwards, as this cell was close to mine, a mess of soup and eggs—their allowance being only bread and water. On my remonstrating, respecting this conduct towards English prisoners, I was told, *They were mutineers, and that they deserved no better treatment.* Yet I must remark, that had I been ordered to pick out thirty-three of the best men from the ship's company, the greater number of these would have been my choice. I wrote to Menou on the subject; I wrote also to Martinet for whom I was to be exchanged, as he informed me, by an arrangement made between Menou and Sir Sidney Smith; and requested the latter would come and see their situation: however, he made an excuse, saying, *He would make the circumstance known to the commander-in-chief.* Five of these men, in consequence of their confinement, were obliged to go to the hospital; therefore, on the 7th of July, I again wrote to the commander-in chief, mentioning this circumstance, and desiring he would order a medical man to visit and report the state of these men's confinement to him. Three days more elapsed, before any steps were taken by Menou, in which time I made application, through other channels, for their removal. One to the commissioner of marine, Le Roy, who was a humane man, and who went with me into the dungeon to see them; when we found the heat, occasioned from their own breath, was so hot and oppressive, as to prevent their keeping any cloathing on. The French soldiers and the centinels over them, crying out, *Shame!* I saw Le Roy's feelings, when he said, *I will lose no time in seeing the commander-in-chief—I am sure he will remove the men.* Desgenettes, the physician-general, arrived on the 10th of July, to inspect this dungeon; and, on seeing it, remarked, "It was fortunate more of them were not ill from their improper confinement; that he would ensure their removal, by his report to the commander-in-chief." The commandant of the citadel was then present, and replied, *There is no other prison for them:* Though I was well assured of the contrary, I then replied, that there was room enough in my cell; and I had rather they should come there, than remain in such a place to die. The report of the physician was such, as no longer to admit of the illiberal and brutal confinement of these Frenchmen; and they were that day removed into the apartment which the mids and warrant officers had occupied—they going into mine.

These Prisons were one continued building, enclosed by the same wall and railing. The men were allowed to remain in this apartment until the 12th of July, during which time two others of them were obliged to go to the hospital; their illness proceeding also from their former confinement. The remainder were now again removed into a good wholesome prison, which had been vacant all the time of their confinement in the dungeon. I remember, that on the evening of the 3d of July, having walked under the hospital windows, which faced our square, to inquire how our men were, I was told, one of them named Charles Curzons, was very ill; and, in the morning, on the surgeon visiting the ward, this poor fellow was instantly pronounced to have the plague, and was carried away by four Turks on a bier to the plague hospital. No precaution whatever was afterwards taken in the ward he came out of, to prevent the infection spreading (had it been the plague) and the report made to me was, and great pains at the same time were taken, to make us believe, *That the plague was in the English ward at the hospital.* I made it my business instantly to see one of the French surgeons; and having stated to him this poor fellow's real situation, and made him acquainted with his complaint, I hoped he would instantly have been removed: however, no further notice was taken of him, and he actually died in the plague hospital.

"On the second day, one of the men in prison at Gizeh, a Swede, Patterson[*] by name, by some means procured a French and German passport; and having crossed the bridge of boats over the Nile, above Gizeh, in order to make his escape, he passed the French centinels at two posts, as a Swedish sailor who had been cast away: however, on his arrival at a Turkish village, he was taken by the Sheik, who was afraid to let him pass, and he was brought back to an officer's post. Not being satisfied with his story, they sent him to head quarters at Cairo, where he was recognized as an English prisoner, and ordered to be conveyed to Gizeh, and there confined. He was then sent to a small dirty dungeon; and I cannot avoid relating the mean artifices, which he told me were used, to entice him to enter into the service of the enemy. On his being shewn into his truly wretched cell, the officer said to him—*There you will be confined; yet it is optional with you. Enter into our service—we will receive you: if not, there you shall remain.* This honest seaman had been many years in the English navy, and was much attached to the service: he therefore treated their offer with the contempt it merited, and went into his prison. On the next day the same offer was made him, and met with the same refusal. Upon which, they instantly put a diseased man, a Greek, into the cell with him; who, from his complaint, could not stand, and who was allowed to remain in that miserable hole with him for four days; without any medical assistance, without bedding, and being allowed bread and water only: at the end of which time his state of body became such, as to oblige them to remove him to die elsewhere. Many other similar means were employed, to inveigle the men from their allegiance, and to force them to enter into the service of the enemy; but without effect, except in two instances: one, that of an American by birth, by trade a cooper; the other, that of an Englishman, calling himself a seaman, though not really so. I have not a doubt, but that these two traitors must soon fall into our hands, and it is my sincere wish that they may, as the execution of such villains might have a very good effect: And, indeed, such were their characters, that every Englishman would rejoice with me in their execution.

"On the 26th of July, 1800, in consequence of Bodot's arrival at Alexandria in a Turkish corvette; myself, officers, and 25 men, left the Citadel of Cairo, to embark on the Nile for Damietta. To which place Bodot was to be sent. We arrived there on the 3d of August, and were detained until the 12th; when H. M. S. Mercury, Captain Rogers,[†] appearing off the Bar, with a flag of truce, we were sent off, and embarked on board her that evening. Bodot was landed from the Turkish corvette, which had anchored off the Bar; and the Mercury proceeded to Cyprus with us on board, to join Sir Sidney Smith. We all felt as if we had obtained a new existence, and had escaped from the haunts of devils rather than from the dwellings of men."

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[*] This man had previously, whilst the Cormorant was attending on his Majesty at Weymouth, taken an opportunity of rushing through the attendants, and imploring the King to allow him to return to Sweden.

[†] Nothing could surpass the kindness and affectionate hospitality, which myself and ship's company received from this officer.

Captain Boyle afterwards went as a passenger in the Mercury, Captain Rogers, and having joined Sir Sidney Smith at Cyprus, was ordered to embark in the King George transport, to Malta, as a cartel, commanded by Lieutenant Bushby, of the Tigre. This vessel narrowly escaped foundering, her people having been kept at the pumps three days, without being able to keep the leak under, and was obliged to put into Zante. Captain Boyle was there received on board the Penelope, by his friend the Hon. Captain Blackwood, and carried to Malta. He then went again on board the Mercury, in which ship he arrived at Minorca; where the court martial already noticed took place, which terminated so honourably to himself and his officers. On reaching Port Mahon, he lost no time in conveying that most valuable intelligence respecting the French army in Egypt, which Sir Robert Wilson has noticed. When his court martial was over, he went down the Mediterranean with Captain Downman, in the Santa Dorothea frigate; and having arrived at Lisbon, came home a passenger with Sir Thomas Williams, in the Endymion.

(1803.) After remaining a considerable time on shore to recruit his health, which has never since been entirely re-established, Captain Boyle, during the month of May, 1803, was appointed to the Seahorse frigate, by Earl St. Vincent, which ship he commissioned on the 12th. She had previously been commanded by Captains Peyton, Oaks, and Foote. The operations of this active frigate remind us of an idea we have often wished to see executed; which was, to give a memoir or history of our most distinguished ships: It at least has the merit of novelty, and would be found the best means of preserving a well-connected narrative of naval transactions, as performed by a select band of able and experienced men, such as the comprehensive mind of a great officer had disciplined and formed. But the difficulty of executing this would be considerable. It may probably, however, be hereafter done by some writer, who will pluck the feathers of our old CHRONICLE, and collect a few, perhaps, by his own diligence.

The Transactions of the Seahorse are particularly interesting, as being associated with the proceedings of the great Nelson, during a most important part of his command in the Mediterranean. Frigates, as he observed in one of his letters to ministers, were the eyes of his fleet.

(1803.) The Seahorse, after the arrival of her captain, was soon ready for sea; and, on the 12th of June, proceeded for the coast of Spain and Portugal, and the Mediterranean, with a convoy consisting of 105 sail. During the passage, Captain Boyle took a French privateer and merchantman from New Orleans, which he left at Gibraltar: he thence proceeded with his convoy to Malta; and having there completed his provisions and water, he immediately sailed to join his early friend and commander, Lord Nelson, off Toulon, who hailed his arrival on that station, from the Victory, by the following short note:*—"*My dear Boyle, I am very happy to have you in so fine a frigate under my command—for I am ever, yours most faithfully, NELSON & BRONTE.*"

The noble Admiral at the same time sent him the following public letter:—" Dear Sir, If you have ships with you bound into the Adriatic, you must send the Arrow (Capt. B. Vincent) with them; and order her captain to bring to Malta all English and Maltese vessels requiring his protection. You will caution her captain against going into Ancona, and many other ports which the French may have taken possession of.

" If you have any trade bound up the Archipelago, and they are so valuable as to require a convoy—I now see, by the list of your convoy, that you have no vessels bound to the Levant, and Admiral Campbell † says, that probably the vessel bound for Venice and Trieste, may have sold her cargo at Gibraltar: If so, you will bring the Arrow with you, and join as speedily as possible, for I am much distressed for frigates."

(1803.) The Seahorse anchored in the harbour at Malta, on the 4th of September; and having, on the 14th, received on board 10 bullocks, 79 barrels of lemons, and 10 barrels of sugar, for the fleet off Toulon, endeavoured to stand out to sea, amidst a heavy storm of thunder and lightning, attended with heavy rain. After repeated attempts, and being obliged to anchor again, Captain Boyle at length succeeded in getting out the stream anchor, and having warped the ship in the *fair-way*, he made sail and stood out. On the 21st, the entrance of Toulon harbour bore north, distant about 10 or 11 miles. On approaching nearer, they saw only three men of war and the sheer hulk in the inner roads. No English ship was seen. At nine in the evening, the Seahorse hove-to, and boarded a Spanish brig from Genoa, then filled, and made all sail on a wind; and during the ensuing evening, at four o'clock, Captain Boyle hove-to and boarded a small sloop, which was water-logged and had been deserted by her crew.

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* For these, and other unpublished letters, and various other communications, we are indebted to a friend to our work.

† Who then had his flag on board the Canopus.

(1803.) Captain Boyle was not able to visit the noble Admiral until the 9th of October (having the day before reconnoitred the French fleet, consisting of 8 sail of the line, 4 frigates, and several other small men of war); and the weather being moderate and fine, his barge was hoisted out, and he went on board the Victory for a few hours. The biographer of Nelson, Mr. Clarke, by inserting the Admiral's correspondence with Government, has given an accurate account of the proceedings of his fleet, and of what was then passing in the mind of that extraordinary man: * "Europe," said he, in writing to Mr. Addington, at the end of July, "Europe seems so degraded, that I declare I would rather die with my sword in my hand resisting, than hold any territory by means of a degenerate guarantee. Can a kingdom be said to be free, which pays contributions at the order of a foreign power? No; yet such is the state of Naples, Tuscany, and Genoa............Yesterday, and to-day, three corvettes have been trying to proceed to the eastward: I am confident they want to get to the heel of Italy and the Adriatic, and it is very difficult to prevent their passing along shore. At Marseilles they are fitting, as reports say, eighty or ninety gun-boats, and intend sending them by the canal of Languedoc to Bourdeaux; but I am sure this is not true. They are to go along shore to the heel of Italy, and to embark and protect their army either to Sicily or the

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* Vol. II. page 329.

Morea, or to both; and the navy of Europe can hardly prevent these along-shore voyages. However, I am placing an addition to the squadron I have already stationed upon that coast: But, from Cape St. Vincent, where it is absolutely necessary I should have a *look-out* for the ships of war coming from the Mediterranean, to the head of the Adriatic, *I have only eight frigates.* Which, with the service of watching Toulon, and the necessary frigates with the fleet, *are absolutely not one-half enough.* I mean this as no complaint, for I am confident the Admiralty are hard pressed, and will send me more when the service will admit it.

"I assure* you, that I wish I only knew how I could serve my country more effectually than in my present command. I attach no value to the high rank I at present hold; and if any, even the lowest situation, is thought to be fittest for me in these times, I should feel prouder to be so placed, than in any elevation of rank. All I ask is, to be allowed to be one of the men placed in the breach to defend my King and Country.........My station to the westward of Toulon, an unusual one, has been taken upon an idea, *That the French fleet is bound out of the Straits—I shall follow them to the Antipodes.*

"According to the reports of vessels † spoken from Marseilles and Genoa, the war is very unpopular, and I hope it will end in the destruction of that MAN OF TYRANNY, Buonaparte. But I detest Europe, for being so mean spirited, as to submit to the mandates of this Corsican—I blush for their meanness...... *If we are but true to ourselves, a fig for the great Buonaparte.*"

Admiral Lord Nelson ‡ *to H. R. H. the Duke of Clarence, dated off Toulon, October* 15, 1803.

"I am absolutely, Sir, beginning this letter in a fever of the mind. It is thick as buttermilk, and blowing a Levanter, and the Narcissus has just spoke me, to say, 'She boarded a vessel, and they understood that the men had seen a few days before, twelve sail of ships of war off Minorca. It was in the dusk, and he did not know which way they were steering.'—On the 8th, the French fleet, as counted by Captain Boyle, was, *eight sail of the line, four frigates, and some corvettes.* On the 9th, it blew a tremendous storm at N.W. which lasted until the 12th. Since which time, although Seahorse and Renown are endeavouring to reconnoitre, it is so thick, that I do not think they can either see into Toulon, or find me if they do.—(Oct. 16.) The Seahorse, Captain C. Boyle, spoke me in the night; and made known, that the enemy were in the same state, as when last reconnoitred on the 8th. I believe this was the only time in my life, that I was glad to hear the French were in port."

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* Vol. II. page 322.

† To Mr. Drummond, at Constantinople. Vol. II. page 323.

‡ *Ibid.* Vol. II. page 330.

(1804.) During the summer of the ensuing year, and in the month of July (as we are informed in Clarke's Life of Nelson*), "the boats of the Narcissus, Seahorse, and Maidstone, made a most desperate and gallant attack on about twelve of the enemy's vessels at La Vandour, in the Bay of Hieres, under the orders of Mr. John Thompson, first lieutenant of the Narcissus. The attack commenced at midnight. The enemy were fully prepared, and had taken every precaution to secure their vessels, by mooring them head and stern.—Lieutenant Lumley, of the Seahorse, since advanced to the rank of captain, was desperately wounded. On returning to England, Lord Nelson gave Captain Boyle's lieutenant the following letter to Lord Melville:—'I am sure that your Lordship will allow me to present to you, Lieutenant Lumley, of the Seahorse, who had almost a miraculous recovery from his severe wounds. The arm is not only taken out of the shoulder joint, but much of the shoulder bones has been extracted. His general conduct as an officer has, from the report of the Hon. Captain Boyle, been such as always to merit approbation; and his conduct upon the occasion of losing his arm, has been such as to claim all our regard and esteem: and I am sure his good behaviour and sufferings will attract your Lordship's notice.'"

During the month of October (1804), when a war with Spain was daily expected, Lord Nelson sent the following kind and expressive note to Captain Boyle:—"Victory, Oct. 19—(*A hint most secret.*)—My dear Boyle, If you knew what *I could* tell you, you would think every moment an age till you joined me. Ever, my dear Boyle, yours faithfully, NELSON & BRONTE."

(1805). The Hon. C. Boyle continued most actively employed in the Seahorse, chiefly as a frigate of observation, off Toulon. On which service he was repeatedly chased away by the enemy's squadron. On the 18th of January, 1805, when in company with, and under the orders of Captain Moubray, of the Active, both ships were chased by the whole of the Toulon fleet: It was then blowing a gale of wind off the land, and both the Active and Seahorse * were within pistol-shot of the enemy. They fortunately escaped, and the next day communicated the intelligence to Lord Nelson, who was then lying between the Madalena Islands, † to the north of Sardinia.

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* Vol. II. page 382.—See also our Gazette Letters, Vol. XII. p. 315.

Not a moment was lost by the gallant Admiral in preparing for sea; and though it was night, and very dark, when Nelson received the intelligence, yet he directed Captain Boyle, in whose experience he placed the greatest confidence, to carry two lights at the peak end of the Seahorse, and to lead the fleet through the narrow and difficult passage of Biche. ‡ "It is the opinion § of H. R. H. the Duke of Clarence, that the promptness thus shewn by his noble friend, was the greatest instance of his determined spirit as a sea officer; and his Royal Highness noticed it, as such, in the House of Lords. The passage was so narrow, that only one of the fleet could pass at a time, and each was guided merely by the stern lights of the preceding ship." Lord Nelson, at that time, imagined that the enemy were proceeding to the eastward. However, the bad weather, which continued, disabled some of the French ships, and obliged them to return into port. Captain Boyle was then directed by the Admiral to look into the Bay of Naples, and see whether the French fleet were there; if not, to report their being out, to Captain Sotheron, of the Excellent, at that time stationary in the Bay. "You must recollect," added

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* In a Life of Nelson, by a Mr. Harrison, is the following extraordinary and inaccurate passage. (Vol. II. page 427.) "The Seahorse, Lord Nelson's look-out frigate, narrowly escaped being taken: and the Venus sloop, of ten guns, with his Lordship's despatches, was actually captured; having, however, previously thrown the despatches overboard. The Seahorse, instead of watching, at a safe distance, the course of the enemy's fleet, till their destination should have been in some degree ascertained, hastened to acquaint his Lordship that they had sailed, without being able to afford the smallest additional information."—The Seahorse was at that time under the orders of Captain Moubray; and Captain Boyle could not have acted otherwise than he did.

† According to Mr. Clarke (Life of Nelson, Vol. II. p. 336), the Hon. Capt. Seymour Finch first surveyed these islands, and transmitted a chart of them to the Admiralty.

‡ Clarke's Life of Nelson, Vol. II. p. 393. § *Ibid.*

Lord Nelson, in his public order to Captain Boyle, 'that the whole fleet will be waiting for you, before I can proceed further in search of the enemy: therefore, do not anchor or delay. I rely with confidence on your zeal and judgment." On the 13th of February, they were again discovered in Toulon, by the Seahorse.

(1805.) Lord Nelson then directed Captain Boyle to go into Cagliari, in Sardinia, to refresh his ship's company, previous to a cruise which the Admiral had destined for him. However, the Seahorse was no sooner at anchor, in that bay, than the Thunder bomb appeared in the offing, with telegraph signals—*That the Toulon fleet was at sea.* No time was lost in getting immediately under weigh; and the intelligence was immediately communicated by Captain Boyle to the government of Sardinia, and to the governor of the Madalena Islands. On arriving off Toulon, he found that Lord Nelson had gone down the Mediterranean in pursuit of the enemy.

Knowing that the Anson was coming from Malta, with a valuable convoy, and that the Spanish squadron in Carthagena was ready for sea, Captain Boyle proceeded immediately off that port; and by standing close in-shore, and making signals—proceeding to an offing with them flying, and making repeated night signals, to induce the enemy to believe that a squadron was near—the Spanish ships remained in port. Captain Boyle then stood to the southward, and fell in with the Anson: Captain Calcraft approved of the proceedings of the Seahorse, and directed Captain Boyle to continue to mislead the Carthagena ships, until he had got well down the Mediterranean. He succeeded in doing this; and whilst on this service, when close in with Carthagena, the Seahorse captured a Spanish vessel laden with tin. From the conversation of a passenger on board, which was overheard, it was discovered that a Spanish convoy was not far to the westward. All sail was immediately made by the Seahorse. But we must refer our readers to Captain Boyle's * Gazette Letter, for an account of the spirited attack which he made. Night alone prevented his obtaining more; and he proceeded with the prizes which he had captured, to Gibraltar.

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* NAVAL CHRONICLE, (1805.) Vol. XIII. page 494..

(1805.) Having business of importance in England to attend to, Captain Boyle was allowed by Admiral Knight to return home, and to exchange with Captain Corbett into the Amphitrite, a remarkable fine Spanish frigate, which had been taken by Sir R. Strachan, in the Donegal. On his arrival at Portsmouth, Lord Barham ordered this ship to be paid off. Captain Boyle continued on half-pay until May 31, 1806; when he was appointed to command the Royal William, by Lord Howick, being the flag-ship at Spithead of Admiral G. Montagu. He afterwards served in the short Parliament of 1807, for the borough of Bandon Bridge, in the County of Cork. When H. R. H. the Duke of Clarence visited Portsmouth, he was pleased to express his satisfaction at the discipline and good order of Captain Boyle's ship, and presented him with a very handsome sword. On Admiral Montagu's resignation of the command at Portsmouth, January 27th, 1809, to Sir R. Curtis, Captain Boyle remained as that Admiral's Captain, until April 22, in the same year; when Lord Mulgrave nominated him to succeed that excellent and ever-to-be-lamented officer, Captain Towry, as Commissioner of Transports, and Captain Boyle took his seat at the Board, June 10th, 1809.

To delineate the Character of the Hon. Courtenay Boyle, with that truth and sincerity by which all his actions are distinguished, we must refer our readers to the account, which has been given of his great ancestor, the HON. ROBERT BOYLE; whom the subject of this biographical memoir resembles, not only in the amiable qualities of his private Character, but in his love of science, particularly mechanics.—The following encomium, as given by Bishop Burnet, belongs equally to both :—

"He had brought his mind to such a freedom, that he was not apt to be imposed upon; and his modesty was such, that he did not dictate to others, but proposed his own sense with a due and decent distrust, and was ever ready to hearken to what was suggested to him by others. When he differed from any, he expressed himself in so humble and so obliging a way, that he never treated things or persons with neglect; and he was never known to have offended any person, in his whole life, by any part of his deportment: for if at any time he saw cause to speak roundly to any, it was never in passion, or with any reproachful or indecent expressions. He was plain, unaffected, and temperate. He had about him all the tenderness of good nature, as well as all the softness of friendship."—And what can we say more—unless, indeed, we should be allowed, in closing this imperfect biographical memoir, to repeat again the opinion which Nelson himself had of this officer.

IN HIS PROFESSIONAL LINE HE IS INFERIOR TO NONE. HIS VIRTUES ARE SUPERIOR TO MOST.

⁂ It is our intention, in a subsequent number, to give some letters and papers illustrative of this Memoir, which the limits of our work would not now allow us to insert. An official letter from Captain Boyle, in 1800, is given in our 3d Volume, p. 399.

NAUTICAL ANECDOTES, &c.

CAPTAIN BROKE.

THE capture of the American frigate Chesapeake (*vide* the London Gazette, given in another part of this number) is, confessedly, the most brilliant act of heroism ever performed, and, perhaps, never can be excelled. The brave commander of the Shannon, Captain Phillip Bowes Vere Broke,* whose reputation is raised so high, has been upwards of seven years in the command of that ship. He was always greatly esteemed as a correct, good officer, and beloved for the gentleness and equanimity of his temper. His officers and crew seem to have paid devotion, in the hour of battle and of danger, to so much goodness and worth, by immolating their lives to accomplish the heroic enterprise which he had planned; while the enemy would appear to have been taken by surprise, and terror-struck at the consummate boldness of one frigate (and that of inferior force) attempting to vanquish her adversary by boarding. We cannot refuse ourselves the pleasure of briefly adverting to the energetic and manly account of that event by Captain Broke himself, in the Gazette. It was well prefaced by the observations of Captain Capel, through whom the despatch was officially transmitted, and who says of this gallant officer, that "placing a firm reliance on the valour of his officers and crew, and a just confidence in his system of discipline, he sought every opportunity of meeting the enemy on fair terms."—"He gallantly headed his boarders in the assault, and carried all before him." Captain Broke, besides mentioning the circumstances already before the public, says, "the Chesapeake came down with *three* American ensigns flying."—We suppose, to preclude any chance of being supposed to have struck, in case one should be shot away; but he adds, with the genuine feeling of a sailor, after stating, that in two minutes' time the enemy were driven, sword in hand, from every post, "the American flag was hauled down, and the *proud old British Union* floated over it." This victory is the more admirable inasmuch as it was carried against a brave enemy, by means of the cool self-possession and watchful eye of the British commander, who, intently observing what was going on in the enemy's ship, saw that some of the men began to flinch from their guns, and instantly ordered the attack; when the gallant bands appointed to that daring service rushed in, under their respective officers, upon the enemy's decks, driving every thing before them with irresistible fury. Nor was it only on the decks, but from every part of the vessel that the same sudden and violent assault was made. Mr. Smith, who commanded in the fore-top, stormed the enemy's top from the fore-yard arm, and destroyed all the Americans remaining in it; and Mr. Cosnahan, who commanded in the main-top, finding himself screened from the enemy by the foot of the top-sail, laid out at the main-yard arm to fire upon them, and shot three men in that situation. Captain Broke warmly and justly recommends his officers to the notice of the Admiralty, who have with laudable promptitude attended to the recommendation. The surviving lieutenants have been promoted to the rank of commanders; and the two midshipmen, who so ably followed the orders of their gallant captain, have been appointed lieutenants of the Shannon.

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* Our readers are particularly referred to Vol. XXVIII of this work, where, in our Naval Poetry, under the head, "THE RETORT COURTEOUS." p. 422, written by *Nauticus*, that writer says—

"And as the War they did provoke,
We'll pay them with our Cannon;
The first to do it, will be BROKE,
In the gallant ship the SHANNON."

We hope the success of Captain Broke and his brave crew will induce every officer to adopt his mode of attack, and we shall hear of no more American naval victories. Their short career of maritime glory is probably closed.

Captain Broke is the eldest son of the late Philip Bowes Broke, of Broke's Hall, Nacton, Suffolk, Esq.

There is an observation in Captain Broke's despatch which merits the particular attention of Parliament.—"The enemy came into action with a complement of 440 men: *the Shannon, having picked up some recaptured seamen*, had 330." So that it was by the accident of his having recaptured several vessels that he was *only* one hundred and ten men short of the number of his enemy!

But the ground of our drawing the public attention to this passage, is chiefly because it leads to a trait in the conduct of Captain Broke and his crew, which demands national gratitude. Being left with a crew so inferior to the known equipment of the American frigates, Captain Broke would not spare hands from his ship to navigate his prizes into port; and he therefore burnt them, to his own severe loss, and that of his officers and men. To this disinterested but necessary proceeding, we are indebted for his victory. Should not Parliament reimburse the conquerors, in some measure, for their generous sacrifice?

BATTLE OF THE NILE.

A VERY fine painting of the Battle of the Nile, at the period when L'Orient blew up, has been presented by Mr. Alderman Coulson to the Corporation of the Trinity-house, at Hull. The figures, we understand, are painted by Smirke, and the shipping by Anderson; the size of the piece is seventeen feet by thirteen feet.

ACCOUNT OF THE LATE PLAGUE AT MALTA; ITS SYMPTOMS, TREATMENT, AND CURE.

MAY 10.—Suspicions of the plague having appeared, the merchants on the 5th suspended business entirely, shut up houses, offices, and warehouses, and formed a quarantine of caution and observation. A few suspicious cases have occurred, in consequence of which the following has been published:—

La Valette, May 7.

At the request of Mr. Green, deputy-inspector of army hospitals, a committee of the medical officers of the garrison assembled, for the purpose of preparing a short recommendation for their countrymen and the public at large, together with some hints as to the best means of avoiding the infection by plague.

In compliance with the above request, the committee beg leave to recommend to the earnest and immediate attention of the public, the observance of the following regulations:—

1. That one individual, only, from each healthy and unsuspected house, be appointed to go to market, who is to avoid, as much as possible, every kind of contact, direct or indirect, with any person in the market, or at any other place.
2. That the number and name of each family be written and affixed to the outward door, and the members composing the same to shew themselves when so requested to do, as this measure will lead to the earliest detection of disease.
3. That no animal or vegetable food should be received at the market, unless in a vessel with water in it, mixed with a little salt or vinegar.
4. That all excess or indulgence, tending to debilitate the mind or body, should be avoided, and that the utmost attention be paid to personal cleanliness.
5. That all introduction of papers or parcels should be avoided, but, if received, to be well fumigated.
6. That when any individual feels himself indisposed, he will recollect it to be a duty due to humanity, as well as the best means to secure himself, to report the circumstances without delay.

Should, however, the above precautions unhappily prove ineffectual to prevent the disease, we beg leave to state the following prevailing symptoms, by which it may generally be known.

First stage—Debility, sickness at the stomach, shivering, followed by great heat and thirst, violent pain in the head, with giddiness and delirium.

Second stage—In the more advanced stage, dark coloured spots, and (sometimes) boils on different parts of the body, with swellings at or below the groins, in the arm pits, on the neck, or side of the face, and not unfrequently small foul sores on the extremities. It is here to be observed, that the first stage of the symptoms described occur in simple inflammatory and other fevers, but, that most of the latter appear only in plague.

When any of these symptoms shew themselves, we recommend, in the absence of medical aid, the following treatment:

The early exhibition of a gentle emetic, as described below (No. 1); and soon after the operation, a purgative, as described, (No. 2); and after its operation, the sudorific, as marked No. 3.

In full robust habits, where the pain in the head is violent, taking blood from the temples within the first twelve hours, by leeches or otherwise, is advisable; and when this is not practicable, a large blister to the head, nape of the neck, or between the shoulders, may be substituted.

MEDICINES.

No. 1. An emetic.—Fifteen to ten grains of ipecacuanha, for an adult; and ten grains for a child of seven years of age.

No. 2. Purgative.—Five grains of calomel, and ten grains of jalap, for an adult; and two grains of calomel, and five of jalap, for a child seven years of age.

No. 3. Sudorific.—A table spoonful of the spiritus mindereri, to be taken every two hours in any weak liquid.

The saline mixture will be, generally speaking, useful throughout every stage of the disease.

There should be a plentiful supply of lemonade for the common drink of the patient, during the first stage of the disease particularly. Shaving the head, or cutting the hair close, is very advisable at an early period, and cloths, moistened in vinegar and water, applied to it. Sponging the whole body with the same will always give much relief.

Dr. FAULKNER, Physician to the Forces,
President of the Committee.]

MEMBERS.

Mr. STAFFORD, Surgeon 3d Garr. Batt.
Mr. WASQUE, Surgeon, Dillon's.
Mr. SAFE, Surgeon 14th Regt.
Mr. JONES, Surgeon 44th Regt.
Mr. BECK, Surgeon Royal Artillery.
Mr. ALLEN, Principal Naval Surgeon.

Mr. Thomas, Garrison Surgeon, and Mr. Iliff, Apothecary to the Forces, were absent on essential duties, but agree with the sentiments of the committee.

The paper has also been submitted to the Board of Health, and approved of.

RALPH GREEN, Deputy Inspector.

The following is an extract from a private letter:—

" MALTA, MAY 12.—The packet has been farther detained to this day, a proclamation having been issued, informing the public, that no other circumstance indicative of the plague had been discovered by the Medical Board, who are examining all the houses in the city to ascertain the facts. I have ventured into the town to give you this pleasing intelligence. The vessels resume their work to-morrow, and the embargo on the shipping has been taken off."

His Excellency Lieutenant-general H. Oakes, governor of Malta, transmits to Robert Fagan, Esq. British Consul-general, the following report of the malady discovered in that island:—

SIR, *Valetta, May* 10.

In transmitting the annexed notification, &c. I have to inform you of a very alarming malady which has shewn itself in a family of this city on the 3d of this month, which, if not actually pestilential, has a strong indication of the character of the plague.

It seems almost useless to give you assurance, that, on such a dangerous complaint appearing, every precaution which intelligence, activity, and vigilance could suggest, was instantly adopted by the Board of Health, assisted by the police and the medical faculty in general; the whole island co-operating for the same purpose, in a matter involving such a common feeling of interest. I have the pleasing satisfaction of adding, that there is every reason to hope, that the disease being discovered in its earliest stage, its progress will be arrested.

Adopting these expedients for the public security, I shall consider it to be my duty to inform you regularly of the state of the public health until this terrible calamity shall have ceased; and I trust that, by the blessing of Providence, I shall be shortly able to acquaint you, that this island is entirely free from the disorder.

(Signed) H. OAKES.

OFFICIAL NOTIFICATION.

His Excellency the Royal Civil Commissioner having been informed by the Board of Health, that two individuals, residing at No. 227, St. Paul's, in the city of Valetta, have died of a complaint which had strong symptoms of the plague, and that another individual of the same family has been attacked by a similar disease with the like symptoms, he has judged it to be essentially necessary to send to the Lazaretto the whole of the family there residing, and all who have communicated with it, and further to adopt the subsequent regulations:

1. That during the present uncertain situation, the departure of any ship should be forbidden.

2. That for the public security, until the nature and extent of the disorder shall have been ascertained, the courts of justice, the theatre, and all other places of great public resort, shall be shut; and that the transactions in the respective offices of government shall be restricted to such business as the public exigency renders indispensable.

3. That this city, and its suburb, as well as Vittoriosa, Souglea, and Corpiscua, shall be placed under the immediate inspection of the physicians, who are to be permitted to enter any quarter or situation of the same without interruption, and are to detail their observations for the instruction of the Board of Health in its proceedings.

REPORT OF THE BOARD OF HEALTH, &c.

The Board of Health, on the occasion of its present sitting, observes with pleasure, that the reports of the different medical, chirurgical, and military professors, on the state of this city, declares it to be wholly free from any contagious complaint, with the exception of the family of Cayslajo Salcatore Borg, which have been sent to the Lazaretto, and respecting which, the Board of Health sees no reason to alter its opinion.

The Royal Civil Commissary does not think it necessary at this conjuncture to assure the public, that no vigilance will be spared for the safety of the population, and that every functionary of the government will willingly and anxiously co-operate with all orders and ranks for the same purpose; and it is hoped, by the blessing of Providence, the island will be relieved from this terrible calamity.

Signed by order of the Royal Civil Commissary, &c.

Malta, May 5. F. LAING, Public Secretary.

SPRING ROCKET.

We understand that Mr. John Beath, an ingenious mechanic of this town, has invented a new weapon of warfare, which, in the present state of our country, promises to be of great public utility. It is called the Spring Rocket, and is intended principally to fire shipping. Viewed in this light, the Spring Rocket is supposed to be far superior to the Congreve Rocket, so celebrated in the European world—the latter will pass through the rigging of a vessel without material injury, while the former will fasten itself so effectually by the springs attached to it that nothing but a miracle could save the vessel from destruction. We understand he can make them range from 1 to 3,000 yards, and with a little variation they may be made equally as destructive on the land, as they are contemplated to be on the water.—*(Boston Gazette.)*

LIEUT. SWEEDLAND.

A GALLANT naval exploit was recently performed by several boats' crews of the Berwick, 74, and Euryalus frigate, under the direction of Lieutenant Sweedland, of the former ship. The attack was made upon twenty vessels which had been driven into Cavalcie Bay, where they were protected by an armed Xebeck, carrying fourteen guns and ninety-five men, besides several land batteries. The vessels were made fast to the shore both by ropes and chains. The attack was ably planned, and was carried into execution by Lieut. Sweedland, with that calm intrepidity which, while it leaves an enemy nothing to hope from protracted resistance, foresees and provides all that is requisite to success. In twenty minutes after the seamen and marines had reached the beach, the batteries were carried, the ships boarded, and the Xebeck took to flight. The manner in which this exploit was executed reflects honour on all the officers and men who were concerned; and on none more than Lieutenant Sweedland, through whose skill and ability it may be attributed, under Divine Providence, that not a single life was lost in this arduous and hazardous service.

AQUATIC MONSTER.

Much conversation and interest have recently been excited at New York by the description of an aquatic monster seen in the Atlantic, by the captain, passengers, and crew of the ship Niagara. The relation appeared so fabulous, that it received little credit, until the principal persons made affidavit of what they had been eye-witnesses to. The following is the substance of the depositions, as they appear in the New York papers:—

Affidavits.

"G. Bailey, late master of the ship Amsterdam packet, Wm. R. Handy, late master of the ship Lydias, and Adam Knox, late master of the schooner Augusta, all belonging to New York: Have deposed before me, Wm. Bleecker, notary public, that they were passengers on board the ship Niagara, which arrived at New York from Lisbon, on the 26th April; that on the 8th April, being in lat. 43° 49′, long. 48° at meridian, saw a large lump on the horizon, bearing N.W. distant six or eight miles, which they supposed to be the hull of a large ship, bottom upwards—when within gun-shot of it, discovered that it had motion; and on a nearer approach, found it to be a FISH, apparently *two hundred* feet in length, about 30 broad, and from 17 to 18 feet high in the centre: its back appeared covered with a shell, formed similar to the planks of a clinker-built vessel—near the head, on the right side, was a large hole or archway, covered occasionally with a fin, which was at times eight or ten feet out of water: these deponents intended to have sent the boat to make farther discoveries, but were deterred by perceiving that the monster was moving, and that he occasioned a great rippling and current in the sea, which would, had it approached much nearer, have endangered the boat and the vessel. At one time, they approached within thirty yards of it."

LIEUT. FAULKINER.

At Brighton, July 10, an incident, and one that excited considerable interest, occurred in the afternoon, at the Marine Library. The morning papers had just arrived there, and one had been handed to Lady Faulkiner: her Ladyship, however, had scarcely cast her eyes upon it, when she became considerably agitated, and burst into tears. Sir Samuel, who was with her, with a look pregnant with anxiety, inquired the cause that had so affected her; when her Ladyship, unable to speak, pointed out a particular paragraph, resigned the paper, and suddenly quitted the library. Many inquiries, by the *elegantes* present, were now addressed to Sir Samuel, who answered all in few words, by observing, that her Ladyship would do very well; that her tears were those of joy, and had been excited by reading in the newspaper, that their son, Lieutenant Faulkiner, had been promoted to the rank of commander, for his gallant conduct in the late brilliant affair between his vessel, under the command of the brave Captain Broke, and the American ship Chesapeake. A pellucid gem of manly exultation glistened in the eye of Sir Samuel Faulkiner as he spoke; and sensations the most gratifying appeared to be enjoyed by all present.

THE ROYAL WILLIAM.

THE long services of the Royal William, protracted beyond those of any other ship ever built, are come to an end. She has been examined in Portsmouth Dock, when her timbers proved so generally defective, that she is ordered to be broken up. It is not ascertained when this memorable ship was first built. It is recorded of her, that she came into harbour on the 2d day of October, 1679, to be laid up in ordinary: she went out on the 16th of March, 1700: came in again on the 26th of July, 1702: was ordered on the 31st of July, 1714, to be taken to pieces, for the purpose of being re-built; and was undocked on the 3d of September, 1719. Particular orders have been given to report on the appearance of her timbers, when she is taken to pieces, to account, if possible, for her unusual duration; to observe if they have been churred or snail drawn (as, it is presumed, was the practice when she was built); and whether there appear to be any effects in them from any oxygenated matter on any other parts of her, from such a cause.

MARITIME DISTRESS.

A HALIFAX Paper mentions the arrival there, on the 17th March, of the Young William, Ridout, from St. Thomas's. On the 24th February, in lat. 35° 30′, long. 5° 30′, she fell in with the Spanish schooner Safanna, from Cadiz, bound to Baltimore, out 90 days, and in a sinking state—took from her six men (the owner, mate, and four seamen). These unfortunate persons stated, that after being at sea 60 days, they fell in with a French privateer, which took from them their remaining stock of provisions. Being afterwards in a state of starvation, they agreed to draw lots which should die, to afford subsistence to the survivors. The first lot fell upon the captain, who cut his throat with a knife: in four days his flesh became putrid; and the crew continued without food for three days, rather than have recourse to the dreadful expedient of causing the death of another of their companions. Being nearly famished, however, they were compelled to draw lots again, which fell upon one of the seamen, who hung himself: in like manner three more of their messmates were sacrificed, to prolong their wretched existence.

FEVER IN THE RUSSIAN FLEET.

WE rejoice to learn that the contagious fever which prevailed in the Imperial Russian Fleet, in the River Medway, has been completely subdued; and that, upon the consequent reduction of the medical establishment, under the superintendence of Doctor Dickson, the Lords Commissioners of the Admiralty have been pleased to testify their approbation, by expressing their favourable opinion of the professional exertions, and merits, of the British medical officers employed on that occasion.

Almost all those so employed, together with the attendants upon the sick, have been attacked with fever; the consequences of which proved fatal to Mr. Alexander Torbitt, surgeon, and to Mr. John Temple, assistant-surgeon.

While we justly lament the honourable fate of the warrior, we would not withhold the feelings of commiseration which are due to those who suffer in the hazardous discharge of a most arduous and painful course of duty, that of opposing the ravages of a malignant disease.

We understand that government, with a laudable attention to the interests of humanity, has directed some French prisoners, who volunteered their attendance upon the sick, to be liberated.

PLATE CCCXCV.

THE subject of the annexed Plate is a villa on the north eastern shore of the harbour of Rio-de-Janeiro, opposite the metropolitan city of Saint-Sebastian. The name of this place is Chacra, with the adjunct of Braganza, as denoting its being a royal domain. In addition to the picturesque merits of this View (the performance of an amateur, a civilian attached to, in a high situation, the English squadron on the South-American station), it is presumed that it will be regarded by naval men with a more particular interest, as representing a memorial of the gratitude of the reigning house of Braganza towards a distinguished member of their profession. Chacra-Braganza was spontaneously bestowed on Admiral Sir Sidney Smith by the Prince of Brasil, in commemoration of the 29th of November 1807, and to demonstrate to the world the light in which his royal-highness regards services, which in this country do not appear to receive any remuneration or acknowledgment beyond a letter from the secretary of the Admiralty conveying the approbation of the Lords-commissioners.* This was done most certainly in the most forcible language of office: but on this occasion it ought not to pass unobserved, that, while the naval chief who snatched the house of Braganza from perdition, and thereby laid the foundation for the salvation of the peninsula, was rewarded with mere words, the confidential servants of the crown advised his Majesty to heap accumulated and unprecedented marks of favour on a subaltern diplomatist, who, in palpable disagreement with his published despatches, had quitted his post in despair, and left the politics of his mission to be retrieved by the sailor. The plain unvarnished truth is, and it is high time, as well as a duty to the profession, to place it distinctly on historical record, that Lord Viscount Strangford, then secretary of legation, acting as *chargé d'affaires* in the absence of Lord Robert Fitzgerald, H. M.'s envoy, quitted Lisbon the 18th November 1807, with Admiral Sir S. Smith's secretary, in a fishing-boat, to take refuge on board the flag-ship; his lordship considering the French influence in the Prince Regent's cabinet to have finally prevailed, so that all idea of migrating to Brazil was given up; in fact, previous to his departure he had nominated an agent for prisoners of war;* by which act he virtually extinguished his own diplomatic existence. The decision that was afterwards taken to withdraw, arose from a letter of Sir Sidney's to the Portuguese minister of state (Mr. Araujo), who, in his answer of the 25th, notified that preparations were, at last, making, and that the Queen of Portugal, together with all the royal family, would embark the next day. Sir Sidney had naturally admitted the *çi-devant chargé-d'affaires* to a share in this correspondence, in consequence of which Araujo tacked to his despatch an acquiescence to a contingent proposition for Lord Strangford to *re-land*; which his lordship consequently did in a *flag of truce* sent in by the admiral: but he did not get on board the Portuguese flag-ship till day-light on the 29th, after the convoy was actually under weigh, and coming out of the Tagus to join Sir Sidney Smith in Cascaës bay. The historical reader will not find his time mis-spent in comparing this matter-of-fact statement with the contemporaneous publications of that day; particularly the letter of Mr. Secretary Canning to the Lord Mayor of London, dated "Foreign-office, Saturday, 19 December 1807, ½ past 2 P.M." which was followed by a *second* Gazette Extraordinary on the same day, containing a brief summary of the transactions in question, and concluding with a notice as follows:—"The particulars of the above intelligence will be published in an Extraordinary Gazette on Monday." But this engagement was not fulfilled till the following morning of Tuesday, 22d December; when, by some unaccountable management, instead of the admiral's despatches, reporting a naval operation of great moment, taking the lead in their proper place, precedence was given to a flourishing letter of Lord Strangford's (who, by-the-bye, had arrived in London during this interval of delay in publication), purporting to have been written on board Sir Sidney Smith's ship, the 29th November, the very day of the Lusitanian emigration: whereas it is a notorious fact, that the first despatches from the flag-ship could not be prepared, and were not sent off, till the 1st December, owing to impediments of various kinds arising from unsettled weather and multiplicity of occupation.†

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* See Raleigh's Account of Transactions on the Coast of Portugal, Vol. XXI. p. 377; also the Biographical Memoirs of Captain Sir James Lucas Yeo, Vol. XXIV. p. 265; and Admiral Sir Charles Cotton, Bart. Vol. XXVII. p. 353.

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* Mr. John Bell. Names, dates, and facts, are the marrow of history.

† The reader who is desirous of more ample details had better consult the 13th volume of Cobbett's Political Register; The Pilot, evening newspaper, from No. 302 to 331 inclusive; and also the Naval Chronicle for the year 1808.

CORRESPONDENCE.

Letter XX.

MR. EDITOR, *June 17th*, 1813.

WHEN thus anonymously addressing you, I confess that I now and then think that there is something not strictly correct in so doing; and the question arises, why, with the purest and most upright intentions, I should conceal from the world the author of the sentiments I lay before the public; particularly, as experience has deadened all such shades of vanity as might have led to a presumptuous idea of infallibility, and tranquilized the irritability which might have arisen from contradiction, or the exposure of the futility of any of my positions?

In the first place, the humble obscurity of my name and situation would not add weight to my arguments, which must stand or fall by their own intrinsic qualities: and in the second place, as it has unfortunately been my lot to write on naval subjects, at a time when it has not been possible to avoid censuring the measures of our naval rulers, I have feared, that, although I trust I have confined my censures to public *measures* only, and in full Christian charity given the due meed of praise to the *hearts and intentions* of those whose *judgments* I could not applaud, yet, so frail is human nature, that I fear, though I sincerely repeat,

> " Curs'd be the lines, how free soe'er they flow,
> That tend to make one honest man my foe,"

I should too probably undergo the mortification of this dreaded injury.

C. C. C. in his concluding letter, in your Chronicle for April, gives exactly the reason why almost every person has given up direct offerings of their ideas to the fountain head; and there is another mortifying injustice which very many worthy and ingenious men have smarted under; this is, to have their ideas received with that genuine official, apathetic, chilling coolness, which seems to give you a belief that information or instruction could not possibly be offered, which would add to the illumination of the already resplendently bright atmosphere of the Council Board; and then, after a lapse of some years, to see the same ideas smuggled into practice as the genuine issue of the men of the day. It certainly requires all a man's patriotism to rejoice in the success of his own labours, while he is deprived of the smallest chance of thanks for them, and, perhaps, sees an ignorant blockhead gaining all the credit which was his just due.

But I will have done with preamble, and proceed to a slight sketch of a plan for the encouragement of chaplains to serve in H.M.'s navy.

Chaplains of 1st, 2d, and 3d rates should be in priest's orders—For all inferior rates, to be in deacon's orders may be sufficient—The full pay of chaplains should not, in my opinion, be *less* than the following:

1st rate	250*l.* per annum	With 50*l.* additional if the flag of a commander-in-chief is flying, or 25*l.* if an inferior flag, or broad pendant.
2d	225*l.*	
3d	200*l.*	
All under	150*l.*	

HALF PAY.

1 year's servitude	20*l.* per ann.	But the three first years half-pay should not be allowed, unless the chaplain shall have retired from full pay by being paid off without his wish, or his health injured in the service.
2	25*l.*	
3	35*l.*	
4	45*l.*	
5	60*l.*	
6	70*l.*	*Ten pounds* per annum to be constantly added to the half-pay for every additional year of full pay service, till fifteen years are complete; after that, five pounds progressive annual increase.
7	80*l.*	
8	90*l.*	
9	100*l.*	
10	110*l.*	

With respect to injuries from wounds, widows' pensions, &c. the chaplains should be in all respects on the same footing as lieutenants.

With respect to schools, it seems so difficult to form a good general rule, when we see the numbers, ranks, and qualities, of young men on quarter-decks so different, that it may be best to leave the arrangement open, generally speaking, between the captain and chaplain.

Premiums, however, should be allotted to chaplains for all youths whom they may have instructed, and to be claimed by them, when their pupils shall have attained a certain proficiency in any branch of mathematics or navigation taught by them.—In the scale of premiums, it should be particularly provided, that the chaplains, as schoolmasters, should be encouraged to be thorough masters of the instruments used for observation, as well as the calculus to produce the results. But I mean not here to enter too much into detail.

In addition to the chaplain of Greenwich, the Dock-yards, and other clerical appointments in the presentation of the Admiralty, I would recommend that chaplains should be appointed to each division of ships in ordinary, with the pay of first rates, and to each division of marines.

While on this serious subject, I would also recommend to their lordships to consider, whether greater capacities ought not to be given to our Dock-yard Chapels, as many thousands of men in the employ of government attend meetings of various descriptions, which they would not do, if means of attending established churches, and those churches supplied with proper ministers, were afforded them.

Very many things, and those of no small importance, are evidently wanting to fill up this outline of *better*, I will not say *adequate*, encouragement to clergymen to offer as naval chaplains; but I think they are not difficult to supply, if the main point, the taking the thing *seriously* into consideration, was once fortunately gained.

We have lately a chaplain-general added to our naval establishment; and I apprehend that our first officer of that description is a zealous labourer in his avocation; but it seemed odd, that when the spiritual concerns of the navy were to have a nominal head, that they should be thought so trifling as to be made over to a man whose hands seemed before sufficiently full of business, and never, I believe in the navy; but, as I have remarked in my letter (page 391), *all naval matters seem very easily managed.* I remain, sir, &c. A. F. Y.

P.S. In my ninth letter (Vol. XX. p. 298), I have given some opinions respecting the duties of naval chaplains.

MR. EDITOR, *Bristol, July* 10, 1813.

ENGLAND, after many an obstinate contest, justly assumed the sovereignty of the ocean. That she may ever maintain this right, is the sincere wish of every true-hearted Briton.

The important charge of guarding this invaluable right, has been entrusted to the Admiralty. Several departments have been established for the purpose of assisting them in discharging this trust; it is remarkable, that it has not yet been deemed expedient to establish one whose object should be particularly directed to the equipment of each ship, with ordnance and stores, necessary for attack and defence. This very branch of the naval service has been unaccountably neglected for the want of such an establishment.

It may be said, that there is at Woolwich, a board of artillery officers specially appointed to carry on, and report all experiments and improvements relative to ordnance, carriages, &c. This, as far as regards the artillery for land service, is very proper; but how can a board of land officers form a correct judgment, and *decide* on what may be proper and useful on board of a ship, that probably never had their feet on board of one.

If the artillery for land service require a board of Officers for investigating and adopting of improvements, surely the artillery for sea-service require one equally; which ought to be composed solely of *naval* officers, who, without doubt, are better acquainted with what can or will be useful on board of a ship, than any land officers can pretend to.

By having a Board of Naval Artillery Officers, expressly for directing the equipment of ships with ordnance and stores, as well as for superintending all experiments adapted for sea service, improvements would soon appear in the construction of ordnance, carriages, ammunition, &c. for ships. That little has been done for the last 50 years, towards improving this branch, must be admitted; whether this has proceeded from diffidence, or from any other cause, the neglect is the same, and requires investigation. Let it not be inferred, that, as no improvement has taken place, this branch of the naval service is not susceptible of any.

I beg to notice two kinds of fire capable of being greatly improved, and their effect rendered far superior to what is now adopted for sea service; viz. case and grape shot firing.

The Woolwich regulations (established 60 years ago) for making up case for sea service, are much too light. The case when filled with the allowed proportion of small iron shot, and made up complete, does not weigh for a gun of any calibre, so much as its round shot; and only $\frac{2}{3}$ of this very small proportion of small shot is allowed for a carronade of the same calibre.

How such limited charges came first to be established, particularly that for a carronade, is surprising; and their being permitted to remain, when known to be too light, is unaccountably strange. It would be ridiculous to suppose that it proceeded from any apprehensions being entertained, that either guns or carronades when loaded with case shot, (equal in weight to that of its round shot) would recoil more than when loaded with a round shot; the fact is, that when they are loaded with case-shot, equal to double of the present allowances, the recoil will be less than when they are loaded with a round shot.

Case shot, made up agreeably to these old regulations, have been found to scatter too much, and which has been justly attributed to the lightness of the charge of shot contained in the cases. After many and various experiments, it has been ascertained, that, by encreasing the weight of the case (by the addition of more shot) so as to be equal to 1½ and twice the weight of the round shot, the effect of the case shot is *increased in the same proportion as the weight of the case used.* But as increasing the number must necessarily add to the length of the case, containing the shot, consequently take up more room than could be spared for stowing it away in carriages that accompany artillery in the field, this, has probably, been the reason, why only 1½ in preference to twice the weight of the round shot has been fixed on at Woolwich for the land service. This may be a very good reason for adopting this charge for that service (though known not to produce so great an effect as the other), but the same objection cannot be applied against using the greater charge for sea service. There can be no difficulty experienced on board of a ship, for want of room for stowage, on account of the increased length of the case. But how has it happened, that this improvement (whereby the effect is increased more than half as much again) has not been extended to the sea, as well as to the land service?

Grape, for all calibres, is made up with nine of the largest size shot (that will allow three shot of the same diameter to be stowed in a tier, round the iron spindle), each of which will be about 5-11½ of the diameter of the round shot; this number of shot, with the iron bottom and spindle, weighs something more than the round shot for all calibres larger than an 18-pounder. This regulated proportion of only nine shot, partakes of the same defect as the common case shot; theremedy is the same for both; instead of the present limited number for making up of grape, they should be increased to 24 shot of the same dimensions for guns, and 15 shot for carronades, by which means their effect will be increased in the same proportion.

There are two kinds of small iron shot, supposed to be the best for filling cases, and are called tier shot, from their stowing in the cases in tiers of three or seven shot. The former being the largest and heaviest, are the same kind of shot as the grape is made with. The other kind is lighter and smaller, being only ⅓ the diameter of the round shot: although these are the lightest kind of shot (agreeably to the late regulations) used for medium and light guns for field service, they are, notwithstanding, twice as heavy as those used for the same calibres for sea service.

Guns on board of a ship should never be loaded with case or grape, containing a less number of shot than what are equal to twice the weight of the round shot, and with a charge of powder equal to ⅓ the weight of the round shot. For carronades, the number of small shot to be equal to 1½ the weight of the round shot; and the charge of powder equal to

⅓ the weight of the round shot. These charges will be found to produce more than double the effect of those now in use, which is no trivial improvement, and merits attention.

Cases filled with three or four ounces iron shot, equal in weight to three times the weight of the round shot, for guns, and twice the weight of the round shot for carronades, should be used for *the last discharges* from guns or carronades, stationed on the quarter-deck, gangways, forecastle, and poop, preparatory to boarding, or for repelling of boarders, by which means a 32 pounder carronade, would, each round, discharge 256 four-ounce shot, instead of the present number of 40 8oz. shot; and a nine-pounder gun 144 3oz. shot, instead of 44, the number now allowed.

Bristol, July 10, 1813. I am, Sir,
Your most obedient,
IRON GUN.

NAVAL BULLETINS
OF
LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from Vol. XXIX. page 489.]

BULLETIN THE EIGHTH.

NOVEMBER, 1807.—I learnt I was about nine leagues from Friburgh. Took my leave and proceeded, keeping the high road. In consequence of my bad feet, I could advance but very slowly. I passed several small villages; at night I was greatly at a loss how to act, dreading lest the laws of Baden and Wirtemberg might be the same with the French, respecting travellers, which require that they should produce their passports, papers, &c. to the host, and they are then to be taken to the municipality, prior to their being provided with beds. I did not much like travelling in Germany by night, from the inferiority of their police it appeared more than probable that the roads might be infested with footpads, robbers, &c. and I was little able in my present situation to make any resistance. One advantage there was (if it can be termed so), I had little or nothing to be deprived of. After deliberating a long time, I came to a resolution to enter a small poor looking village then before me; a place of that description appeared the best to try the experiment in. At about half-past seven, I got directed to a public house; every thing appeared to favour me. I entered, and asked if I could be provided with a bed? The landlord answered, in very good French, in the affirmative, and supper also, if I wished. I began to be apprehensive of this fellow: however, in order to save appearances as much as possible, I ordered some supper, and wine. After making a hearty meal, I insisted on this fellow's taking some wine, and then expressed a wish to go to bed, as I observed I was a little fatigued. He ordered the servant to light me to my room, without any farther inquiries. The servant, after giving me a night cap, retired, and I then secured my chamber door. My feet were in a most shocking condition; not a bit of skin on the greatest part, it literally sticking to the upper leathers of my shoes, which I was under the necessity of moistening with water, before I could get them off. I then tore a couple of strips from my shirt (which by the bye was now greatly reduced), put some candle grease on, and applied them to the sore places. My feet being thus dressed (notwithstanding in a very inferior way), I took off my clothes, and went to bed. Found it a very good one, though peculiar and strange to me; the custom of this country being to sleep between two feather beds,* the largest in general uppermost: however, I had sheets and a counterpaine, as in other countries.

Notwithstanding the excruciating pain of my feet, I never in my life felt so happy as at this moment. 'Tis true, the pleasant sensations I felt in the morning, after crossing the bridge of Khel, were of such a nature that no pen can describe; but I really thought that the present greatly exceeded them. I found myself now lying on a bed, softer (to me) than down, with a tolerably easy mind; which to me had been of late a very rare thing—after the many nights and days that I had been the sport of the elements, stretched on the bare ground, under the great canopy of heaven, without food or raiment. In a word, to feel the delights I now did, it would have been necessary to have suffered as I had done.

I need not say, that, after offering up my most sincere thanks to the Almighty God, for his goodness and protection, I fell into a most profound sleep; nor did I once open my eyes until daylight the next morning, when I found my legs exceedingly stiff, and my feet very sore. It was impossible for me to walk; yet I did not like remaining so near the land of tyranny, and the Confederation of the Rhine, where I now was, must be too much attached to it. Amidst these thoughts, I dressed myself, rubbing the dirt off, and making myself as spruce as possible. At last I got my shoes on, after a great deal of pain and difficulty; then went down stairs, and ordered some breakfast. The landlord was very civil. I observed, that I was very stiff in my joints, not having been much accustomed to walking, though I had taken it in my head to perform the journey from Frankfort this last time on foot; was going to Basle, in Switzerland, and wanted to get to Friburgh that evening; should be glad if he would procure me a conveyance: he would send to inquire, he said, and added, "he could guess what I was." I asked him, what? he said, "a cloth merchant, travelling to procure customers." I admired his penetration! He was very much pleased at discovering what I was. I paid him my bill, which was pretty moderate. He provided me with a kind of voiture, which could only go with me six leagues: this was exactly what I wished, as there was no place of consequence (that I could learn) in that distance. Had I been obliged to take it on to Friburgh, I intended to have made some excuse, and to have stopped at some village nearer.

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* This reminds us of an anecdote which a late naval officer once told us. That on being shewn into his bed-room in Germany, he was asked, when between his feather beds, if he wanted any thing. "No, I thank you," replied he, "only pray tell the gentleman who is to sleep on the upper feather bed, that I hope he will come soon, as I am very tired."

We soon agreed about the price, and I got into this substitute for a carriage; the proprietor was postillion; it was an open machine, made of twigs, wove together basket fashion. The morning was thick, with a drizzling rain. I borrowed a great coat from the landlord, and off we set; a great change this in my mode of travelling! I had several turnpikes to pay, and I confess I was alarmed, fearing they might ask to look at my passport at some of those places; but I was agreeably disappointed, my honest driver observing to them, that I was, "ein Franschose, going to Basle," which proved sufficient for them, and very gratifying to me. At about 4, the driver stopped at a public-house in a small village, to refresh his horse; nothing particular occurred here. Some Germans, however, who were drinking, made several remarks on the strange Frenchman; but the very graceful bow I made at leaving the house, excited a roar of laughter from every one therein, and Franschose! was vociferated throughout.

November, 1807. At about 6 o'clock we stopped at a very respectable looking village; my conductor made me understand he was going to leave me here, and that I was but three leagues from Friburgh. I discharged the fellow, and went to a genteel tavern; they sent for a man who could speak French, to inform them what I wished to have. A very gentleman-like person made his appearance; I apprehended in the beginning it might be the mayor; but my fears were without foundation, owing to this gentleman's goodness in explaining matters. I got a private apartment, and a good supper, and went to bed; very happy and comfortable at not having been asked any question. In the morning I arose betimes, went through a similar process with respect to my feet; ordered breakfast, when the interpreter attended: he wished to know, if I wanted a carriage? I replied, as I had but three leagues to go, I preferred walking. Although my feet were very stiff, yet my finances were low, and I might find it a difficult matter, perhaps, to pass so large a town as Friburgh in a carriage. My breakfast was now ready, coffee, toast, and eggs. This gentleman, who kept me in conversation the whole time, observed—"it is a kind of breakfast, Sir, that Englishmen in general like; they only differ from you in dipping their toast in the coffee." I made answer, that I believed people of all nations liked what was good. I had myself been in England some time, but was fond of a good breakfast prior to visiting that country. The conversation terminated, I settled my account, took my leave of this gentleman, and proceeded on towards the above-mentioned town. I frequently repented not confiding to him who and what I was, as he had afforded me so good an opportunity.

About noon I discovered the high spire of Friburgh steeple;* it resembled that of Strasburgh very much. I now proceeded towards the town with the greatest precaution; endeavouring, painful as it was, to avoid the appearance of being lame. This town is surrounded by a large chain of mountains, which appear almost inaccessible. I therefore was obliged to approach it; as, from the miserable state I was in, a circuit of it was, to me, impracticable.

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* Friburgh is a large town, the capital of Brisgow; its steeple is deemed the most beautiful on the Continent, except Strasburgh. There was a famous University here formerly. The inhabitants are remarkable for polishing crystal, and precious stones. It has been several times taken and retaken: the French demolished the fortifications in 1744. It formerly belonged to the House of Austria, but at present is subject to the Elector of Baden.

I reconnoitred on all sides. and approached the western gate with every caution, being very uncertain how to proceed; did not think it prudent to enter: however, the appearance of a huge grenadier at the gate, walking up and down on his post, made me turn short on my heel, and relinquish every idea of passing that way. I walked back nearly half a mile; and fortunately discovered a pathway, round by the northern side of the wall, or rather ruins; as there are few vestiges of the former to be seen. In advancing this way, I suddenly came into an old square, where there were a few recruits exercising, and in a few minutes I was on the outside of the east gate. I had still a centinel and guard-house to pass: however, I accomplished this without experiencing any difficulty; they supposed, no doubt, that I came out of the town. I now felt peculiarly happy, another great obstacle, I thought, was surmounted. As I found myself so successful on the German side, I determined not to go into Switzerland; particularly as my course was to Salzbourgh, and from there to Trieste. I knew the French influence was great in the latter: gend'armes were frequently despatched from France there to look out for deserters. I took my direction for Constance, a town of Suabia, seated on a lake of the same name. The little map I had, gave only the names of large places; and after leaving Friburgh, that was the next on the direction I wished to take. I found the road very mountainous and irregular—met several waggons: as I got warm, my feet became more easy and supple, and I advanced apace. About 8 I had passed Friburgh two leagues, it was getting dark fast, no house in sight, and a very lonesome solitary road: I kept still advancing, very weary and exhausted. At about 8, I discovered a mill on the road side, and to my great joy, a dwelling house quite contiguous. I made out a sign also, projecting over the door—rapped, and received admittance: made them understand that I wanted a bed, they bade me sit down. I thought this a good omen. Wanted something to eat: they brought me a dish of boiled milk with bread broke into it, and a quantity of pepper in it, this they styled *milk soup*, and was the only thing the house afforded; they appeared poor and miserable in the extreme; their light came from *deal chips* dried and stuck in a sort of stick, made on purpose for that use. I was shewn to bed, and was agreeably surprised, for it was a much better one than I had any reason to expect, in that kind of place. In the morning I had some of the same kind of soup; my bill was very reasonable. I was informed that Constance was 19 leagues distant, and away I limped; my feet very sore and stiff at the commencement. I met several people on the road, none of which appeared to take the smallest notice of me. About six in the evening, the weather became very inclement; and finding myself close to a small village, I purposed taking my abode there for the night.

[To be continued.]

PHILOSOPHICAL PAPER.

Copy of a Report made to the Lords Commissioners of the Admiralty, on Azimuths and Amplitudes taken on board H. M's S. Royal Oak; with a method to determine the variation of the Compass, by the Sun's Meridian Azimuth, having the true Apparent Noon given by a good Watch: By Captain Thomas George Shortland, of the Royal Navy.

THE azimuths, and amplitudes taken on board the Royal Oak, have generally been observed from the fore-part of the poop; and as nearly amidships, as conveniently could be, to get the sun distinct; when not observed from the poop I have noted them: The stand for the azimuth compass is about four feet high: By a good watch I generally take the bearings of the sun at noon, which I have found not only the most ready and easy, (as there is no calculation) but, perhaps, the most correct method, as very often the morning and evening azimuth, and amplitudes differ from two to three degrees of each other; those observed in the morning giving less, and those in the evening most, west variation: The meridian azimuth being generally the mean of them. In the thirty-nine azimuths and amplitudes taken during a cruize of four months, from England to the Western Isles, Madeira, and back again, there were but two instances of very great differences between the morning and evening observations; the first happened April 17th, when there was a difference of 4° 0'6. The variation in the morning of that day, being 29° 14' west, and in the evening 33° 20'. west. The second great difference was on April 22d, it varying 7° 44', the morning azimuth being 25° 38' west, and the evening 33° 22' west. At first I thought the difference might be from mistake, but, as the master and myself both observed, each two setts, the mean of three sights, there could be no error in observation.

From the appearance of the atmosphere, the wind being at S. E. and hazy weather, I conjectured the great difference might be occasioned by the Aurora Borealis being strong at the time, but from the hazy state of the weather, it could not be seen by us; for on a change of wind and weather the great difference was no longer observed.

I never saw the Meridian Azimuth practised at sea until I did it myself, I mentioned to Captains Bingham and Farquhar, of the Egmont and Desirée, that I often took them, and found them very correct, and I was glad to find that they approved of, (after practising) the method.

Making observations on shore to find the true meridian line, to erect a sun-dial, first gave me the idea that it could be applied with advantage to the compass, by having the true apparent noon given by a good watch; as the dial once placed to the true meridian, the sun returns to the same bearing at noon, shewn by the dial.

Most ships having such excellent watches to note the true apparent noon exactly, confirmed my opinion that, finding a meridian azimuth (or bearings of the sun at true apparent noon) would be a most correct, and easy method of determining the variation of the compass.

As I before observed, this method requires no calculation, as if the sun's zenith distance is south, and the sun bears S. 20° W. at true apparent noon, there will be 20° of west variation; but, contrarywise the name of the variation, had it bore S. 20° E.; to be exact, it is necessary to note the time at noon by a watch, and not to take it by the sun's being at a stand, or not rising; as often, and the more especially in high latitudes, the sun is at a stand for 3, 4, or 5 minutes, and the sun at the same time moves rather quick in the azimuth circle when near noon. As the ship was constantly cruizing, I had not the opportunity of making remarks according to the suggestion of Captain Flinders, by taking azimuths with the ship's head in different directions, therefore, I cannot say as to what effect it might have made on the observed variation: in general, the observations I have taken, have shewn less west variation in the morning, and greater in the evening azimuths and amplitudes, and that the meridian azimuth has been the mean of them.

I remarked, during the cruize, that three compasses used on the quarter deck in separate binnacles (built by the same person on board), differed from each other, from a quarter to three-quarters of a point, and the greatest error from each other was when sailing east, or west; as when the ship's head was north or south, there was was little or no difference between them, and the nearer to the north or south, the less they varied from each other; and, *vice versa*, nearer to the east or west, the greater the difference.

I could not account for this, without the nails in the quarter deck affected the foremost binnacle, as the quarter deck is nailed with copper nails from the break of the poop deck, to the cabin bulk-head: will this account for the compasses nearly all agreeing, when the ship's head was north or south? or would the iron stantions under the half-deck cause it, by attracting the magnetic bar of the compass more when sailing in a parallel of latitude, than on a meridian line?

THOMAS GEORGE SHORTLAND,
May 26, 1813. Captain of H. M's. Ship, Royal Oak.

HYDROGRAPHY, PILOTAGE, &c.

ATLANTIC OCEAN.

BERLINGAS ISLES AND VICINITY.

Remarks &c. by Lieutenant William Sidney Smith Towning, R.N.[*]

THE best anchorage in summer for small vessels, gun-brigs, &c. will be found, West point of Berlinga island bearing W. b. N. East point N.N.E. ½ E. and the Old Fort on the inner point of the small Sandy bay N. ¾ W. where you will have eleven fathoms sandy bottom, and good holding ground at about three cables length from the shore, which will be of little consequence, inasmuch as the wind generally sets in from the north, and gives good warning ere it southers. In winter I should chuse a berth with the same Old Fort about N. ½ E. in 14 fathoms, where the distance from shore will be something more than half a mile.

To try the situation I hauled into the Sandy bay, taking the precaution to have an anchor to the S.S.E. in 12 fathoms, good bottom, with two cables an end on the small bower, having my stern abreast of the Old Fort in 14 feet low water spring tide, and near three fathoms under my bows, the eastern point bearing about S.E. ¼ E. and the western rock separated from the main island by a narrow channel passable for boats about S.W. b. S.—Here we lay well sheltered four days; but the third blowing strong from the north, caused so heavy a swell next day when moderate, that we were obliged to haul off to our old anchorage, and rode well at ⅔ of a cable.

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[*] Drowned in H. M. schooner Viper, which he commanded.

I should suppose it possible that a vessel of not more than 9 or 10 feet draught of water might ride in the bay all the summer months with few exceptions. I do not, however, think the anchorage off the island to be so good for large ships, as the soundings beyond 17 or 18 fathoms 1½ mile from the shore, are much spotted with rocks, and even sometimes in 16 fathoms; we always, however, found our anchor hold until a short stay peek with a smart breeze. Having occasion to send some prisoners to Peniché, which I had taken in a schooner, I hoisted a flag of truce and went over; but it appearing to me that when, by reason of a N.E. wind, vessels could not lay well at the Berling Island, they might from the situation of the bay anchor at Peniché, I thought it best to sound and take bearings to ascertain it beyond a possibility of doubt: they proved as follows:

Light House on the point of Peniché N.E. b. E. ½ E. 3½ miles Cape Rock S.W. b. S	Grey sand and broken shells 25 fathoms.
Light House N.E. ¼ E. 5 miles Cape Rock	
Light House N.E. 3 miles. Extremes of Berlings in one cluster all shut in N. to N.N.W.	Sand and small stones 20 fathoms.

Light House N.E. off Peniché 2½ miles coarse ground as before, 18 fathoms.

Ditto, N. b. E. ¾ E. Peniché N.N.E. 2 miles coarse sand 18 fathoms.

N. B Flood sets to southward, ebb to the northward, between the Berlings and Lisbon.

CAPE VERD ISLES.

Soundings and Remarks entering St. Vincent's Harbour by the same Officer.

THE harbour of St. Vincent, the westermost but one of the Cape Verd Islands, is on three sides a perfect basin rendered complete by the Isle St. Antonio in front at 4 leagues distance, capacious enough to contain with the utmost safety two hundred sail of shipping: the bottom is remarkably good, being a hard sand with no rocks, and the depth of water regular from 35 fathoms to the very beach as will appear by our soundings. The settlement on shore, from which we were little more than a quarter of a mile, and a cable and half off a more bluff sand with 6 fathoms, will be a proof how near vessels of any draft of water may approach.

N. B. There is a small island of a curious appearance in the middle of the entrance, something in the shape of a lion couchant; on each side there is plenty of water and no danger but what shews : excellent and very large shell fish are to be collected on this isle at low water mark, of numerous descriptions, some of which are remarkably beautiful.

Isle E. ¼ mile	32 fathoms.
N.E. point St. Antonio N.E. by N. 16 miles	
Isle N.E. by E. ½ E.	25 fathoms.
N.E. point Antonio N.N.E. ¾ E	
N.W. St. Vincent E. ¾ N	
St. Vincent N.E. end N.E. ¼ N	14 fathoms.
——— S.W. — W. ½ S.	
St. Antonio N.E. end W. by N.	
——— S.E. — W. b. N. ½ N	
W.S.W. to W.N.W. ½ W. open.	20 fathoms.
N.W. end St. Vincent E.N.E. ½ E.	
Isle ——— N.E. by N.	
S.W. end St. Vincent S.E. St. Antonio, W. b. S. ¼ S. to W. b. N. open	
Off shore in Bay 1 ½ mile	
Points shut in when the N.E. end St. Vincent N.N.E.	10 fathoms.
Open W. ½ N. to W.N.W	
Harbour N.W. point N. b. E.	Come to anchor in 6 fathoms water.
——— S.E. point W.N.W.	
Isle 1½ mile N W. b. N.	
Bluff points N.E. b. E. ½ E. 1½ cable	
Settlement S.E. ¼ mile	

I observed a sandy bay at the south extreme of the island, which had the appearance of an excellent anchorage, but I had no opportunity of learning if any water could be there procured—there was, however, the appearance of it from the vicinity of very high mountains, which being rocky, could not absorb much of the moisture. In the former bay apparently, not more than ten tons of *good* water could be procured in a day, at least in the dry season I was there, but there was a spring from which double the quantity might be had, and although then brackish, in rainy weather perhaps good. Few refreshments could be procured here. The inhabitants (a white governor and a few blacks) not having a great deal more than sufficient for their own consumption; but at the island opposite (St. Antonio) those necessaries might be procured—I was informed in abundance—more especially fruits. The island of St. Nicholas has also two harbours (and some refreshments may be there procured) one to the S.E. another to the N.W.

MEDITERRANEAN.

Zaffrina Islands, in latitude 35° 10′ N. longitude 1° 32′ W. bearing from Cape Tres-Forcas, S.E. ¼ E. distance 11 leagues.*

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* See Shaw's Travels, 8vo. vol. i. pp. 29. 40. Also Ptolomey, l. iv. c. 2. in princip.

Going in between the Eastermost Island and the main, we had regular soundings, passing within a cable or a cable and a half of the Islands, in 10 fathoms water.

These islands bear nearly E. and W. of each other, and the extremes of their distance on that bearing I judge to be about three miles. We anchored abreast of the middle island in 9 fathoms water, stiff clay bottom; the extremes of the Eastermost Island then bearing from E. to N.E. the middle from N.E. b. N. to N. the Westermost from N.W. b. N. to W.N.W. The nearest land on the main about 3 miles, bearing S. b. W. distant from the Westermost island about ¾ of a mile, and about ½ a mile from each of the others. You are here sheltered from all winds. The passage between the islands which are opened to the N. and N.E. being so narrow as to admit of no sea to make it bad riding. The best anchorage here is abreast of the middle island, in 7 or 8 fathoms, in which depth you will be two or 2½ cables' length from the shore, land-locked; the little opportunity I had of sounding here, I found them regular, and the bottom of the same is a tough stiff clay. Between the Westermost and middle island the passage is about a quarter of a mile from shore to shore, in rowing across this channel found in the middle 10½ fathoms, and within 15 or 16 fathoms, 5 and 6 fathoms water; we observed the water to break on a sunken rock in the outer part of the channel, about a ¾ of a cable's length from the shore. The passage between the Eastermost and middle island is not above 30 or 40 fathoms from shore to shore; in sounding this passage the least water we found was 5½ fathoms, and in the narrowest part 10 fathoms; the eastern and western passages between the islands and the main, I judge to be about 3 miles in breadth. The Westermost island is by much the highest, and may be seen in clear weather from the deck 10 or 11 leagues; in coming from the westward and northward it makes like a sugar loaf. The other two are low, and cannot be seen above 5 or 6 leagues from the deck. We landed on all these islands, but found neither wood nor water on any of them. We found great quantities of shells, and most part of the islands covered with a green moss; from which, and the appearance of the soil, we were of opinion, if wells were dug, there would be plenty of water. If you have good cables you have nothing to fear, for depend upon it the anchors never will start. The only difficulty will be in purchasing the anchors after a heavy gale. Information received from H. B. M. Consul at Algiers, states, that the Spaniards sent, some years ago, engineers to survey these islands, and found plenty of water, but on leaving the place, filled the wells up.

A Copy (Signed) WM. WALKER, Master of the Rattlesnake.

2d June, 1785, I. S. S.

Extract from Admiral Lord Nelson's Order-Book, whilst his Flag was on board the Amphion, in the Mediterranean.

THE bearings of the island or rock called *Tourmiet*, taken by the master of the Amphion, in consequence of directions from the commander-in-chief, on the 3d June, 1803:—When on this island or rock, the island of Monte Christo S. E. b. E. ½ E. at the same time the island of .... about a sail's breadth, open to the northward of Monte Christo; the west end of the island of Elba N. b. E. ½ E. The east end of Elba N.E b. E. Northernmost end of Corsica N. b. W. ½ W.—About 2½ cables' length distant from the rock, are five fathoms water all round, with rocky bottom, and gradually deepening to 20 fathom, shingle bottom.

(Signed) GEO. MURRAY.

EASTERN SEAS.

Extracts from the Log-book of H. M. S. Belliqueux, George Byng, Captain; William Mackellar, Master.

Remarks, &c. made during a passage from China to Penang, 1807.

[Continued from Volume xxix. page 494.]

July 27th. At 8 h. 30 m. Colivite isle bearing S.W. by W. 3 or 4 leagues, bore up through the strait, steering S.E. under triple reefed top-sails; kept the lead constantly going, with 60 fathoms line, no bottom till we hauled up for Divoran isle, when its north end bore S.W. distant 3 miles, struck soundings in 45 fathoms: it being the weather shore, and wishing to anchor, hauled up for it; sounded in 28 fathoms coarse sand, the north and west end 2 or 3 miles; clewed up the sails and let go the best bower anchor, when a violent squall came on, drove off the bank into 60 fathoms: hove up, and steered southward, soundings from 60 to 44 fathoms. At 6 P.M. saw Delian isle S.W. b. W. had strong gales with violent squalls from S.S.W. and S.W. standing off and on Coron island, occasionally reduced to the main-stay-sail, and close-reefed main-top-sail: had a strong southerly current in our favor. The part of Coron islands which we were now off is the eastern side: the coast is to all appearance wild, barren, rugged, and dangerous: saw several rocks and breakers 2 miles from the shore. The land is very high and uneven, forming pyramids and hillocks, as if the soil had been washed down and left the rocks bare. In standing off and on had from 50 to 42 fathoms, coarse ground. There are three small islands lying off this side, *viz.* Delian, Gap, and Low, (the two latter so named by us from their appearance); all situated north and south of each other. We place the first and largest in latitude 11° 51′ 24″ N. and longitude 119° 51′ 42″.

July 29th. At 6 A.M. standing in-shore, had soundings occasionally. At 20 m. past had 25 fathoms rocky bottom; a heavy swell, but being 12 miles off shore, and no appearance of a shoal stood on: however the soundings became irregular, and decreased rapidly to 10 fathoms, when the helm was put a-weather to veer ship, in the act of veering had ¾ less 7 fathoms; saw the rocks plain under the ship, but had not less water: as she came to the wind, had 8, 10, and 13 fathoms, all at once 8 fathoms, bore up and stood east for 20 minutes, when we deepened to 40 fathoms, hauled to the wind: while in the shoalest water, took the bearings as follows:—Delian, S. 85° W. a small round rock to southward of the same half a cable's length, ... Gap isle N. 55° W. Divarm N. 5° W. distant from shore 11 or 12 miles. Standing S. Eastward had soundings 42, 45, 50 fathoms. At 9 observed the distance of ⊙ and ☾'s nearest limbs, which gave the longitude 120° 24′ 15″ E. At noon veered ship in for the land ; latitude observed 11° 46′ 46″, longitude by chronometer 120° 13′ 58″. Delian isle W. 15° N. 6 or 7 leagues: stood in W. and W. b. S. expecting to weather the shoal, when all at once soundings decreased from 40 to 10 fathoms, put the helm down for the purpose of tacking, but observing appearances of shoal water to leeward of our wake, righted our helm and filled again on same tack, the water deepening rapidly, when the ship gathered way had no soundings with the hand-lead, tried with the deep-sea, had 42 fathoms: took the bearings when in 10 fathoms ; *viz.* the bluff or S.E. point of Coron (very like Dunnose in the Isle of Wight) W. 10° N. South end of Delian, which runs to a low point, on with the southern highest peak of Coron ; saw Quinuliben isles S. 45° E. We suppose this shoal to be a rocky ledge connected with the one we sounded on in the morning, extending 6 or 7 miles in a S.E. and N.W. direction off Delian island 12 miles. We do not know there are any dangers on it ; the weather being unfavourable, had no opportunity of ascertaining more than has been already stated. Still standing in-shore, lead constantly going, soundings from 40 to 60 fathoms. At 5 h. 45 m. tacked ship. Bluff point of Coron N. 62° W. Delian island and rock in one N. 45° W. Northernmost land N. 5° W. Fresh breezes and cloudy ; at 9 having run off 9 miles on a S.E. b. E. course since we last tacked, and doubtful whether we should weather the before-mentioned shoal, veered ship westward, sounding 50 fathoms, sandy bottom. At ¼ past 11 having run 6 miles on a W.S.W. course shoaled instantly from 45 to 9 fathoms, attempted to stay, missed, and filled on same tack, the water deepening to 25 fathoms ; in 10 minutes after veered ship to S.E. past over the same shoal, had no less than 16 or 17 fathoms, deepened instantly to 40, 45, and 50 fathoms, coarse sand mixed with small coral. In our opinion, this patch is unconnected with the former. At 12, the wind S.S.W. and sea greatly fallen, passed the Quinuliban and several other islands, with which this sea abounds; some of them having a fertile and beautiful appearance. Proceeded down the Soloo sea between the island of Panay (which is very high), and Luigo, with variable winds.

July 31st. Saw the latter island bearing W. ½ S. shortly after saw a large black rock, just above water appearing like a boat bottom upwards, bearing S.S.E. passed it at the distauce of 3 miles; had no soundings with 70 fathoms line. At noon latitude observed 10° 45′ N. and longitude by chronometer 120° 26′ E. Black rock then bore E. 15° S. distant 4 miles, and Lugo W. 14° N. therefore its correct latitude is 10° 44′ 15″ N. which we judge of consequence to record specifically as it is dangerous to approach at night. Had changeable and unsettled weather till

August 5th. When at 2 P.M. saw the Hare's ears (at the entrance of Basilan strait) bearing S.E. standing towards them. At 6 they bore S.E ¼ S. distant 10 or 11 miles. These islands, (denominated from a fancied resemblance when bearing S.) are small and round with a gentle declivity southward, lying N.E. and S.W. 1 mile distant, one is a little higher than the other, and may be seen in clear weather 8 leagues; it is a good landfall in coming from the north, and intending to go through the strait of Basilan; by a good meridian observation, we place them in latitude 6° 57′ 30″ N. and longitude by chronometer 120° 25′ 45″ E. distant from the shore of Mindanao about 16 miles. Stood off and on for the night.

[To be continued.]

It has been deemed useful to suspend Captain Byng's remarks at this period, in order to introduce the following comparative description of many places on the same coasts, by the Hydrographer to the East India Company.

" Baseelan Island, fronting the S.W. end of Mindano, is high and extensive, separated from Mindano by a good channel called the Strait of Baseelan. The eastern extremity of the island is in latitude 6° 30′ N., longitude 122° 30′ E. by mean of a series of lunar observations; and if the winds are favourable for approaching it, a ship should push through the strait betwixt Basselan and Mindano, which is the shortest passage.* In the East entrance of the strait, there are three islands; the southernmost of which, called Manalipa or Coco Island, is low, and distant about 5 miles off the Baseelan shore. The other called Sibago, bearing about N.W. by W. from the former, is high, with low land projecting from the hill; and near it to the eastward, is situated the third island, with low land projecting from its high hill. These two islands being near each other, appear as one Saddle island when viewed at some bearings. Should a ship happen to be in the morning near the small low island Tabtaboon, situated to the Eastward of Samboangan, she will sometimes get a land breeze off the Mindano shore: this may probably carry her through the strait before night, if the tide be favourable; but the winds are often light and variable at north and westward. The coast of Mindano may be approached pretty close, the bank that lines it being steep to, and projects only to a small distance: there is no danger in the eastern part of the strait, and there are soundings along the Baseelan side, of various depths from 15 to 35 fathoms, where a ship may anchor occasionally if she pass betwixt the Island Manalipa and Baseelan. On the S.E. side of Baseelan, there appear to be no soundings, unless very near the shore: within 1½ cable's length of the long low island that fronts it, nearly midway betwixt the eastern part of Baseelan and the Island Booboosan, our boat could get no bottom with 60 fathoms of line; and about a ship's length from it, she got 18 fathoms rocky bottom. The Laurel, after rounding the east point of Baseelan, steered into the strait, along that shore to the N. westward, in soundings of 35 to 25 fathoms; and had from 30 to 14 fathoms in working through betwixt Manalipa and Baseelan, where she anchored part of the night.

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* Ships are liable to experience strong currents at times near Baseelan. In March, we had in the Anna, a very strong easterly current for two days; then it suddenly changed and set to the westward, by which we were drifted to the southward of the island, and obliged to pass round it on that side. Departing from Baseelan in July, for Macassar Strait, we were set 73 miles to the eastward, and 30 miles to the northward in two days by the current, which then changed suddenly, and set to the westward about 30 miles daily, until we reachd Cape Rivers. There are irregular tides in Baseelan Strait, sometimes weak, at other times strong..

" Samboangan, in latitude 6° 43′ N., longitude 122° 14′ E. by lunar observations and chronometers, is a small Spanish settlement on the Mindano shore, at the north side of the strait, where water and refreshments may be procured. When at anchor in the road, Baseelan bore from S. 44° E. to S. 47° W., Manalipa and Sibago nearly in one S. 63½ E., the high spire of Samboangan E. 4½ N. distant ½ a mile. This place is protected by a fort regularly built, and well mounted with ordnance. There is little or no variation here at present.

" The Santa Cruz Islands are small, two in number, situated 4 or 5 miles to the S. westward of Samboangan. By keeping along the Mindano shore, there is a safe passage; but there is said to be great overfalls, with a bank of 4 fathoms coral rock, to the northward of these islands. A bank of coral rock, projects also from the Santa Cruz Islands to the S. westward, on which H.M.S. La Sybille grounded in January 1798. Ships that adopt the large channel betwixt these islands and Baseelan, must give it a berth in passing, by not borrowing too close to the islands. To the westward of the Santa Cruz islands, the strait is clear from side to side, with soundings of 20 fathoms about 2 miles from the Mindano shore, and deepening to 40 fathoms no ground, in the offing. A little inside the S.W. point of Mindano, which bounds the west entrance of the strait, there is a place called Dumalan, with the small settlement of Caldera, where fresh water may be procured. Although the soundings found in Baseelan Strait are very irregular, with rocky bottom in many places, there are no known dangers, excepting those adjoining to the Santa Cruz islands, mentioned above."—*(Horsburgh's Directions for sailing to and from the East Indies, &c.* part ii. 1811.*)*

[To be continued.]

Marine Law.

A COURT MARTIAL was held on board the Hibernia, in Port Mahon, on the 8th and 9th of April 1813, for the trial of Mr. Hugh Stewart Morris, midshipman, of H.M. Brig Carlotta, " *for disobedience of orders, for embezzling or designing to embezzle, the cargo of the St. Vittoria, and for attempting to desert; and Francis Baynson, and Francois Richie, seamen belonging to the Carlotta, for aiding him therein, and for attempting to desert.*

It appeared in evidence that the Carlotta detained a settee on the 18th of October last, and the prisoner Morris was sent on board to take charge of her with orders to proceed to Malta in company with the Carlotta. He however parted company on the night of the 19th, and went to Port *St. Vito*, from thence *to Palermo*, where he remained twenty days, and sold great part of the cargo. The morning after he sailed from Palermo, he proposed to the crew to sell the vessel and cargo, and divide the money, and caused the oakum to be picked out of the vessel's bottom near the fore hatch, so as to make a leak, he then anchored between Rochelle and Cephalu, landed the remainder of the cargo, and agreed with a person of the name of Felippo, to sell the wreck and cargo, for 373 ounces of gold, having done which, two more holes were made underneath the counter, and the vessel run on shore. From Cephalu Morris and part of the crew (with whom he had divided the money) proceeded to Messina, where they remained some days, and were apprehended by Lieutenant-colonel Coffin, deputy quarter master general (as they were on the point of taking a boat to go over to Calabria) and sent prisoners to Malta.

The following is a copy of the sentence.

" At a Court Martial assembled and held on board H. M.S. Hibernia in Port Mahon, on Thursday the 8th, and Friday the 9th days of April, 1813;

PRESENT,

" Sir WILLIAM SIDNEY SMITH, Knight, Commander and Grand Cross of the Royal Military Orders of the Sword and St. Ferdinand, Vice-admiral of the White, and Second Officer in the command of H.M. Ships and vessels employed in the Mediterranean.

PRESIDENT.

FRANCIS PICKMORE, Esq. Vice Admiral of the Blue.

ISRAEL PELLEW, Esq. Rear-Admiral of the White and Captain of the fleet.

CAPTAINS.

Sir JOHN GORE, Knt.
GEORGE PARKER,
JOHN ERSKINE DOUGLAS,
Sir EDWARD BERRY, Bart.
RICHARD HUSSEY MOWBRAY,
JOSIAS ROWLEY,
ROBERT PLAMPIN,
ROBERT ROLLES,
Sir JAMES ATHOL WOOD, Knt.
ROBERT CAMPBELL.

The court in pursuance of an order from Sir Edward Pellew, Bart Vice Admiral of the Red, and Commander in Chief of his Majesty's ships and vessels employed in the Mediterranean, dated the 5th instant, and directed to Sir William Sidney Smith, Vice-admiral of the White, and second officer in the command of his Majesty's ships and vessels employed in the Mediterranean, proceeded to try Mr. Hugh Stewart Morris, midshipman of H.M. brig Carlotta, for disobedience of orders, for embezzling or designing to embezzle, the cargo of the St. Vittoria, and for attempting to desert; and also to try Francis Baynson, and Francois Richie, seamen belonging to the Carlotta, for aiding him therein, and for attempting to desert. And the Court having heard the evidence in support of the charges as well as what the prisoners had to offer in their own defence respectively, and having maturely and deliberately weighed and considered the same, is of opinion, that the charges have been proved against the prisoners Hugh Stewart Morris, midshipman of H.M. brig Carlotta; Francis Baynson, and Francois Richie, seamen of the said brig. The Court doth therefore adjudge the following punishments: That the prisoner Hugh Stewart Morris be mulcted of all pay and prize money that may be due to him in his Majesty's service, to be imprisoned two years in solitary confinement in such prison of his Majesty as the Lords Commissioners of the Admiralty shall direct, and to be rendered incapable of ever serving his Majesty, his heirs and successors, as an officer or petty officer. That the prisoner Francis Baynson be mulcted of all pay and prize money that may be due to him in his Majesty's service, and to receive two hundred lashes with a cat of nine tails on his bare back, alongside or on board of such ship or ships of his Majesty, and at such time or times, and in such proportions as the Commander in Chief of his Majesty's ships and vessels employed in the Mediterranean shall direct. In consideration of circumstances, the Court doth adjudge the prisoner* Francis Richie, only to be mulcted of all the pay and prize money that may be due to him in his Majesty's service, and to be disposed of as a prisoner of war, in such manner as the Commander in Chief of his Majesty's ships and vessels employed in the Mediterranean shall direct, and the prisoners Hugh Stewart Morris, Francis Baynson and Francois Richie, are hereby individually and severally so sentenced accordingly.

Signed by the Court.

RICHARD SPEARE, Officiating Judge Advocate.

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(June—July.)

RETROSPECTIVE AND MISCELLANEOUS.

A PROMINENT feature of the naval intelligence of the past month was, the gallant action of Captain P. B. V. Broke, of H. M. S. Shannon, which terminated in 15 minutes, with the capture of the United States frigate Chesapeake. The brilliant style in which the business was done, may perhaps be equalled, but we are sure will not be excelled, by any incident that can be quoted from British history. We will not weaken, by any comments, the simple but interesting narrative officially transmitted to government by Captain Broke, and which will appear among the Letters on Service in our present number. We may just mention, however, that so confident were the Americans of victory, that a number of pleasure-boats came out with the Chesapeake from Boston, to see the Shannon compelled to strike; and a grand dinner was actually preparing on shore for the Chesapeake's officers, against their return with the prize!—The private signals of the American navy are said to have been taken on board of the Chesapeake.

The partial victories of the American ships at the commencement of hostilities over the British frigates, are said to be attributable, in a great measure, to an improvement in their shot. The cartridge (instead of being made up in canvas) is ascertained to have been *cased* with *lead*. This enables them, it seems, to load with greater despatch, and to fire with additional effect; and hence the destructive havoc of their broadsides.

Captain Carden sailed from Bermuda on the 5th of June. Previous, however, to his departure, he, his gallant officers, and crew, had been tried by a court martial, for the loss of the Macedonian, and most honourably acquitted. They were highly complimented by the Court, on the courage, activity, and firmness, displayed in the action with an enemy of so greatly superior force, as was the American frigate United States.

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* It appeared by the Carlotta's books that he was a Frenchman, and impressed into the service,

EXCHANGE OF PRISONERS WITH AMERICA.—The *National Intelligencer* of the 16th May says, " We have the pleasure to state, that effectual measures are in progress for the relief of our unfortunate countrymen in captivity. A cartel, by which a system for the proper treatment, release, and exchange of prisoners, has been fixed, was signed some days since, between General Mason, commissary-general of prisoners, on the part of the United States, and Colonel Barclay, general agent for prisoners, on the part of Great Britain. By this, among other things, it is stipulated, that two cartel vessels, of the burthen of 500 tons together, shall be constantly kept by each government, in the service of removing prisoners of the two nations, to be released on account or exchanged. On our part, the two vessels have been already purchased, fitted and despatched, to bring home our prisoners suffering in the West Indies. The United States cartel Analostan, Captain Smith, left this place for Jamaica on the 2d instant, to touch in Hampton Roads, and take off British prisoners; and on the 13th instant, the United States cartel ship Perseverance, Captain Dill, sailed from Philadelphia for Barbadoes, to touch at New York to take in British prisoners in like manner. Both vessels are to return with American prisoners to Providence, in Rhode Island, one of the stations agreed on for the exchange of prisoners of war.

List of the line of battle ships in Toulon, according to the report of some deserters who escaped with the boat of the Ville de Marseilles, on the 25th April:—

	Guns.		*Guns.*
Commerce de Paris	130	Magnanime	74
Majestueux	120	Sceptre	80
Austerlitz	120	Danube	80
Wagram	130	Ulm	80
Impériale[*]	130	Hannibal	74
Montebello[†]	130	Trident	74
Donawert	80	Romulus	74
Genois[‡]	74	Ville de Marseille	74
Ajax[§]	74	Agamemnon	74
Breslaw	74	Medée	44
Suffrein	74	Amelia	—
Borée	74		

On the Stocks.

Hero	74	Gallus, or Gallois	74
Napoleon	130	Rancune	40

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[*] To receive Massena's flag at the main.

[†] Without masts, in the arsenal.

[‡] In the arsenal.

[§] In the arsenal.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, JUNE 15, 1813.

Copy of a Letter from Vice-admiral Sir Edward Pellew, Bart. Commander-in-chief of H. M.'s Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board the Caledonia, Port Mahon, March 31, 1813.

SIR,

I HAVE the honour to enclose a statement of the capture of the island of Ponza, on the coast of Naples, which reflects much credit on Captains Napier and Mounsey, by whom the naval service was directed.

It affords me peculiar satisfaction that this enterprise has been effected without bloodshed, owing to the judicious manner in which it was carried into execution. I have the honour to be, &c.

ED. PELLEW.

SIR, *H. M. S. Edinburgh, Palermo Bay, March* 2, 1813.

In the absence of Sir Robert Laurie, I have the satisfaction of transmitting Captain Napier's letter and reports, received this day by the Furieuse, stating the capture of the island of Ponza by the Thames and Furieuse, under his orders, and 10th regiment, under the orders of Lieutenant-colonel Coffin, without the loss of a single man.

I congratulate you, Sir, on the capture of this island, as, by Captain Mounsey's report, it affords a commodious mole for the frigates employed on that coast, with a plentiful supply of water.

I have the honour to be, &c.

G. H. L. DUNDAS, Captain.

Sir Edward Pellew, Bart. Vice-admiral of
the Blue, and Commander-in-chief, &c.

SIR, *H. M. S. Thames, Ponza Harbour, February* 27, 1813.

Agreeable to your directions, I embarked Lieutenant-colonel Coffin, and the 2d battalion of the 10th regiment, on the 16th inst. and arrived off Ponza on the 23d, the harbour of which is about a quarter of a mile wide, with a mole at the extreme end of it, defended by four batteries, mounting ten twenty-four and eighteen-pounders, and two nine-inch mortars.

Colonel Coffin and myself agreed, that the shortest, and surest road to success was, by running both ships into the mole, and carrying the place by assault; but the weather was unfavourable for such an attack, until the morning of the 26th, when the ships bore up in close order with a fine breeze.

The enemy were prepared for our reception, and opened their fire nearly half an hour before our guns could bear: the batteries were, however, passed with little injury, the ships engaging on both sides, and the Thames was anchored across the mole-head, the Furieuse bringing up a little astern of her.

Colonel Coffin and the troops landed the same instant, and pushed for the height of a strong tower, into which the enemy had retreated, and their appearance, together with the severe fire from the ships, induced the governor to hoist a flag of truce, and agree to the inclosed capitulation.

I have much pleasure in informing you, that this service has been performed without the loss of a man in either profession: our being hulled three times, and Furieuse twice, sails and rigging a good deal cut, is the only damage suffered.

The most perfect cordiality has subsisted between the two services, and I am much indebted to Captain Mounsey for the excellent support he gave, and his quickness in following our motions; and if the resistance had been greater, and another battery (which was expected), I have little doubt but we should have succeeded, particularly with such a storming party as Colonel Cashell's regiment, and such a leader as Colonel Coffin.

I have much reason to be satisfied with my first lieutenant, Davies, officers, and ship's company; their steady conduct and excellent firing accounts for the smallness of our damage. Captain Mounsey likewise speaks highly of Lieutenant Croker, his officers and crew; Mr. James Wilkinson, mate of this ship, I attached to Colonel Coffin, and Mr. Black, of the Furieuse, I entrusted with the charge of the landing.

Enclosed is a return of prisoners, guns, &c. and I shall send a survey of the island by the earliest opportunity.

I have the honour to be, &c.

CHARLES NAPIER, Captain.

Sir Robert Laurie, Bart. Captain of H.M.S. Ajax.

Island of Ponza, February 26, 1813.

CAPITULATION *of the Island and Forts of Ponza, concluded by William Mounsey, Esq. Captain of H. M. S. Furieuse, and Lieutenant-colonel Cashell, commanding the 2d Battalion, 10th Regiment, on the part of the Commanders of the British Forces by Sea and Land, and Mr Paul August Joseph Bassat, Commissary of the Navy and Army of the Islands of Ponza and Ventolena, and Captain Carlo Mirecconda, commanding a detachment of Light Infantry, on the Part of John Baptiste Dumont, commanding the Island of Ponza and its Dependencies, in the name of the Neapolitan Government.*

Article I. The Island of Ponza and its dependencies shall be given up to the troops of his Britannic Majesty, in their present state: officers shall be nominated on both sides to take the inventory of every thing in the place belonging to government.

Answer—The island shall be given up this day to the troops of his Britannic Majesty, and there shall be inventories made out of all the military stores.

Art. II. The garrison shall march out with the honours of war, and all the officers, without exception, shall retain their arms and personal baggage.

Answer—The garrison shall march out with the honours of war, in consequence of the courageous defence which it has made, and shall lay down their arms on the glacis, on leaving the tower, and shall be considered as prisoners of war, and treated as such. All the officers, without exception, shall equally be prisoners of war, and in consequence of the proofs of bravery that they have given, during the defence of the place, they shall be allowed to retain their swords during the time they are prisoners, as also their personal baggage.

Art. III. The storekeepers and people employed in the hospital, custom-house, and telegraph, as well as individuals, followers of the army, shall receive the same treatment as the troops.

Answer, granted.

Art. IV. No inhabitant shall be molested on account of his sentiment or attachments to his government.

Answer.—The inhabitants shall not be molested in any way, but shall remain under the protection of his Britannic Majesty's government.

The present capitulation being signed, the tower shall be given up to the troops of his Britannic Majesty, and they shall take possession of all the military posts.

Done and signed at Ponza, between the aforementioned officers; February 26, 1813.

WILLIAM MOUNSEY, his Majesty's frigate Furieuse.
WILLIAM CASHELL, Lieutenant-colonel of the 2d battalion 10th regiment.
MIRACONDA, Capitano del 1 Infanteria Leggiera.
BOSSET, Commissario di Mare e Terra delle Isole di Ponzae e Ventolena.

Approved.

CHARLES NAPIER, Captain of his Majesty's frigate Thames.
J. P. COFFIN, Lieutenant-colonel, and Deputy Quarter-master-general, and commanding the Land Forces.

Approuvé.

JEAN BAPTISTE DUMONT, Capitaine Commandant L'Isle de Ponza.

Return of Guns, Ammunition, and Ordnance Stores, captured in the Island of Ponza, February 26, 1813.

In Leopoldo Battery.

2 iron 18-pounders on field carriages, 2 iron 24-pounders on traversing carriages, 12 barrels of gunpowder, 100 lbs. each, 10 24-pounder cartridges, 23 18-pounder cartridges, side arms, 120 24-pounder shot, 59 18-pounder shot, 26 24-pounder shot in furnace.

In Francone Battery.

4 iron 18-pounders on field carriages, 1 brass nine-inch mortar and bed, 6 barrels of gunpowder, 66 lbs. each, 13 barrels 18-pounder cartridges, 9 rounds grape shot, 55 nine-inch mortar shells (unfilled), 5 nine-inch mortar shells (filled), 191 18-pounder shot, 1 gin and side arms for the guns.

In Mole-Head Battery.

1 iron 18-pounder spiked, 1 12-pounder spiked, 68 12-pounder round shot, 13 18-pounder round shot, 20 barrels of gunpowder, 66 lbs. each, 2 barrels of gunpowder, 100 lbs. each, 7 barrels 18-pounder cartridges, 8 barrels 12-pounder cartridges, 9 cartridges for 12-pounder field guns, side arms for guns.

In the Tower.

1 nine-inch brass mortar, 12 loaded shells for brass mortars, 5 shells for brass mortars, not loaded.

In Passa Battery.

1 18-pounder iron gun on a travelling carriage, 1 12-pounder iron gun on a travelling carriage, 1 barrel of gunpowder, 100 lbs. 17 twelve-pounder cartridges, 12 18-pounder cartridges.

In Magazine in the Rock.

86 barrels of powder, 1 spare 24-pounder travelling carriage, 1 spare

12-pounder travelling carriage, 1 spare 24-pounder garrison gun carriage, 1 spare 12-pounder garrison gun carriage, 1 18-pounder travelling carriage, 9 flannel 12-pounder cartridges, filled, 1 box of fuzes, 1 sling cart, 18 spare trucks, 1 box of flints, 1 case of small tools, 1 case, long, 36 fixed shells, 10 petards, 83 ten-inch fixed shells, 29 24-pounder case shot, 11 rounds of 24-pounder shot, 65 18-pounder case shot, 4 rounds of 12-pounder shot, 2 18-pounder tin case, 40 empty nine-inch shells, 50 skains of slow match, 5 wooden mallets, 5 brooms, 5 pick-axes, 2 coils of rope, 5 shipers, 10 oak planks for platform, a quantity of fire wood, 4 skids, 1 copper ladle, 5 spunges, 10 spare spunge staves, 7 spare rammer heads, 6 coins, 4 wooden aprons, 1 cylinder.

Shot Yard.

217 18-pounder round shot, 112 12-pounder round shot, 109 24-pounder round shot.

Laboratory.

7 barrels and a half containing ball cartridges, 1 barrel of composition, 18 18 pounder cartridges, 10 torches, 1 block, 6 barrels of gunpowder, 9 bundles of port fires, 6 bundles of tubes, 1 sett of powder measures, a quantity of empty paper cartridges, 1 bundle of canvas bags, 143 muskets and pouches, 2 brass drums.

Engineer's Stores.

1 large lanthorn, 1 bar of iron, a quantity of new kegs, 20 quires of coarse paper, 4 empty barrels, 3 buckets, 15 baskets, 1 iron furnace, 18 spades, 14 picks.

In Mole-Head battery, and Leopoldo battery, are furnaces complete for heating shot.

G. A. WILLS, Lieutenant Commiss. Rt. Ag.

Copy of another Letter from Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq. dated on board the Caledonia, Port Mahon, April 7, 1813.

SIR,

I have the honour to enclose copies of letters from Captains Waldegrave and Usher, detailing the particulars of the destruction of two batteries, and the capture of several small vessels near Marseilles, which reflect very great credit on the officers and men engaged on those services, who, I trust, will receive their lordships' favourable notice.

I have the honour to be, &c.

ED. PELLEW.

SIR, *H.M.S. Volontaire, Cape Croisette, March* 31, 1813.

Yesterday we perceived fourteen merchant vessels at Morgeon. This added to the importance of the destruction of the two batteries, erected there last year, which affords so much protection to the coast.

The night favoured for embracing Lieutenant Shaw's offer of attacking the place. The marines, under Lieutenants Burton and Hunt, royal marines, and boats of the ships, Undaunted, and Redwing, were placed under his orders for that purpose, and this morning justified my high confidence in him. He landed at Sormion, and marching over the hills at day-light, carried the batteries in the rear, after a partial resistance of forty troops there. Five 36-pounders in one, and two 24-pounders in the other battery, were thrown into the sea; one mortar well spiked, and all their ammunition destroyed. The boats under Lieutenant Syer, though elsewhere opposed by two field pieces, brought eleven vessels out laden with oil, and destroyed one other loaded, and two empty, which were aground. While compleating the destruction of the werks, many troops arrived from Marseilles, and the enemy's fleet in motion prevented further operations.

Lieutenant Shaw's character stands so high, that his conduct on this occasion is only what it always has been; and such testimony as his to the gallantry of all his companions, adds to their merit, and among them I must strongly notice Mr. C. Wyvill, midshipman of this ship.

I was highly pleased at the judicious position Sir John Sinclair, in the Redwing, had taken at daylight, to cover the operation.

The captures are hardly worthy of consideration, compared to the destruction of this strong post, which was doubly re-enforced within these two days.

Herewith I have the honour to report the loss on both sides, and prisoners made; the rest escaped among the rocks. I have, &c.

G. G. WALDEGRAVE, Captain.

Vice-admiral Sir E. Pellew, Bart. &c.

Volontaire—2 seamen severely wounded.

Undaunted—1 marine killed; 2 marines severely wounded.

Enemy—4 killed; 5 wounded; 17 prisoners, consisting of 1 lieutenant, and 16 men of 62d regiment.

An Account of Vessels captured by his Majesty's Ships Volontaire, Undaunted, Redwing, and Sheerwater, March 31, 1813.

Tartan St. Bt. le Cerf (of Marseilles), of 25 tons, laden with oil and fire-wood; since lost.

Tartan San Juan Baptisto D. Onville, of 38 tons, laden with oil.

Tartan Mater Misericorde Sa Ranio, of 38 tons, laden with oil.

Tartan Jacos Ramelia D'Oneille, of 25 tons, laden with oil.

Tartan Pedro Rocoafield St. K. of 38 tons, laden with oil.

Settee Amite de Dieu, of 38 tons, laden with oil, wheat, and Gaul nuts.

Settee Franco François, of 45 tons, laden with oil and hides.

Settee La Pinque Jesu Maria, of 45 tons, laden with oil.

Tartan (no name), of 35 tons, laden with oil.

Tartan St. Jean Baptiste de Carnifues, laden with oil.

A tartan, laden with empty casks and fire-wood.

G. G. WALDEGRAVE, Captain.

SIR, *H. M. S. Undaunted, at Sea, March* 20, 1813.

I have the honour to report to you, that, on the 18th instant, a Tartan took shelter under the battery of Carey (four or five leagues to the westward of Marseilles); light winds preventing the ship getting up, Lieutenant Tozer offered his services, with Mr. Clennan, master, Mr. Salkeld, acting lieutenant, and Lieutenant Hunt, royal marines, with the boats, to destroy the battery, and bring out the vessel; which I consented to, as I considered its destruction of some consequence, from its affording considerable protection to the trade of the coast.

Lieutenant Tozer speaks in the highest terms of commendation of the officers and men employed with him, who, in a few minutes after landing, carried the battery, although the enemy were strongly posted behind palisadoes, and stood until our marines were in the act of pushing bayonets, when they turned and suffered a severe loss.

We found in the battery four 24-pounders, a six-pounder field gun, and one thirteen-inch mortar, all of which were destroyed, and the Tartan was afterwards brought out.

It affords me the greatest satisfaction to inform you, that our loss has been small, which is to be attributed to the decision and boldness with which our gallant party made the attack.

I have the honour to be, &c.

THOMAS USHER, Captain.

2 killed; 1 wounded.

Vice-admiral Sir Edward Pellew, Bart. &c.

Copy of a Letter from the Hon. Captain Cadogan, of H. M. S. Havannah, addressed to Captain Rowley, of the Eagle, and transmitted by Rear-admiral Fremantle to John Wilson Croker, Esq.

SIR, *H. M. S. Havannah, Adriatic, January* 10, 1813.

In reporting the capture of the enemy's gun-boat, No. 8, of one long 24-pounder, and 35 men, commanded by Monsieur Joseph Floreus, enseigne de vaisseau, I must beg leave to call your attention to the great skill and gallantry with which this service was executed by the first lieutenant, William Hamley, the officers and men under his orders, who, with only a division of this ship's boats, at two o'clock in the afternoon of the 6th instant, attacked and carried the above vessel, far superior to them in force, prepared in every respect, and supported by musketry from the shore, where she was made fast: our boats not having an expectation of meeting an armed vessel, till (upon opening the creek where she lay) they were fired upon, and desired by the troops on shore to surrender: I have to lament the loss of a very fine young man, Mr. Edward Percival, master's mate, killed, and two seamen, wounded. Three merchant vessels were also taken. I have the honour to be, &c.

GEO. CADOGAN.

C. Rowley, Esq. Captain of H. M.S. Eagle.

Extract of a Letter from the Hon. Captain Blackwood, of H.M.S. Warspite, addressed to Rear-admiral Durham, and transmitted by Admiral Lord Keith to John Wilson Croker, Esq.

H. M. S. Warspite, Isle of Kedir, May 29, 1813.

In the execution of your orders of the 26th, I yesterday fell in with and captured the American letter of marque schooner Flash, of 169 tons, six guns, and 20 men, from Nantz, whence she had only sailed a few hours.

JUNE 29.

Extract of a Letter from Captain Sir George R. Collier, of H.M.S. the Surveillante, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

Surveillante, at Sea, June 1, 1813.

I have the pleasure to report the capture of the American schooner Orders in council, a letter of marque, carrying two eighteen, and four nine-pounders, after a smart chase of five hours, by H. M. S. under my command.

JULY 3.

Admiral Sir Richard Bickerton, commander-in chief at Portsmouth, has transmitted to John Wilson Croker, Esq. a letter from Captain Garret, of H. M.'s sloop Hope, giving an account of his having, on the 24th of last month, captured an American lugger privateer, armed with swivels and small arms, and manned with thirty-one men, sent out of Abervrack on the same day.

JULY 3.

Copy of a Letter from the Right Hon. Lord Keith, Admiral of the Red, and Commander-in-chief of the Channel Fleet, addressed to John Wilson Croker, Esq. dated on board the Queen Charlotte, off Ushant, 1st July, 1813.

SIR,

I have just received by the Sparrow a despatch from Captain Sir George R. Collier, of which the enclosure is a copy, reporting the evacuation of Castro by the enemy on the 22d ult. on which occasion, by the promptitude and zeal of Captain Taylor, of that sloop, the French commanding officer was prevented from destroying his artillery and powder.

I have the honour to be, &c.

KEITH, Admiral.

H. M. S. Surveillante, at Anchor off Castro,
MY LORD, *June* 25, 1813.

I have the satisfaction to acquaint your lordship, that the supplies of the garrison of Castro de Urdeales, having been cut off by his Majesty's cruisers on this coast, and the total want of meat obliged the commanding officer to evacuate the castle on the 22d instant, and retire to Santona. The Sparrow heaving in sight at the same moment, obliged the commandant to do this so precipitately, as to prevent his destroying his artillery and powder, or doing any mischief to the castle itself. Captain Taylor very properly immediately garrisoned the castle, and this day we have had a party of the army under General Mendizabel.

I am sorry to say, five-sixths of this town is in ruins, and that the dreadful barbarities committed by the French-Italian-troops, as detailed by the few surviving old women, are too shocking to be made the subject of a public letter; nor was the carnage confined to the evening of the storm alone. The inhabitants who fled are now returning, but misery and poverty are at an acmé. Fourteen of the savage authors of these excesses were taken in Bilboa, since the evacuation, and were deservedly put to death.

I have now the pleasure of saying, that the whole line of coast, from Guetaria to Santona, is evacuated by the enemy.

I have the honour to be, &c.

GEORGE R. COLLIER.

A Return of Ordnance found in the Castle of Castro.

4 24-pounder battering guns, 2 18-pounder carronades, 2 12-pounder long guns, 1 12-pounder brass long gun, 2 brass eight and a half-inch howitzers, with their carriages, &c. complete. A large proportion of powder and shot, and a quantity of bad bread not fit to eat.

GEO. R. COLLIER.

JULY 6.

Copy of a Letter from Vice-admiral Sir Edward Pellew, Bart. Commander-in-chief in the Mediterranean, to John Wilson Croker, Esq. dated on board the Caledonia, at Port Mahon, the 28th May, 1813.

SIR,

I have the honour to enclose a letter from Captain Brace, detailing the particulars of a successful service performed by the marines of the Berwick, and the boats of that ship and the Euryalus, which reflects much credit on the officers and men employed therein. I am happy to learn he has lost but one man on this service. I have the honour to be, &c.

ED. PELLEW.

SIR, *Berwick, off Cavalacie, May* 16, 1813.

I beg leave to acquaint you, that through the judicious management of Captain Napier, the enemy's coasting trade to and from Toulon to the eastward, was, between the 10th and 15th instant, collected in Cavalacie

Road, to the number of upwards of twenty sail: judging that a proper object for attack, I made the necessary arrangements to carry the place, but the surf proved too great for the people to land, until the morning of the 16th inst. when the plan was carried into execution by the boats, commanded by Lieutenant Sweedland, first of this ship, and the royal marines under Captain Matthews, of that corps. Allow me to observe on the prompt manner in which this service was accomplished; for scarce twenty minutes elapsed from their reaching the beach until the batteries were taken, and a fire opened from them on the retreating enemy. The French national xebeck La Fortune, carrying ten long 9-pounders, and four swivels, with a crew of 95 men (as appears by her quarter-bill), commanded by Monsieur Lecarnus, lieutenant de vaisseau, tried to effect her escape, but the Euryalus pushing close in, cut her off, and the crew abandoned her, leaving her at anchor with a spring on her cable, under the fire of the frigate, forts, and a division of the boats, under Lieutenant White, who boarded her in time to preserve her from blowing up or sinking, as the enemy had fired a shot through her bottom, and left a train to the magazine. We found in the harbour 22 vessels of different descriptions, which were either taken or destroyed; those scuttled by the enemy were cleared by the Euryalus, who took an anchorage to protect the working party, and through the great exertions of Captain Napier, the officers and men employed on that service, every thing was brought away worthy of notice.

Having related my proceeding, permit me to call your attention to the officers and men who conducted this affair, and if, in your judgment, any merit is attached to the transaction, I entreat you to bestow it on Captain Napier, the officers, seamen, and marines of both ships, whose united exertions so fully accomplished my wishes, that I have only to regret the loss of one man killed, and one missing.

I shall only particularize Lieutenant Sweedland, and Captain Matthews, of this ship, Lieutenant Sandilands, first of the Euryalus, together with two young men, Mr. John Monk, of the Berwick, and Mr. Crawford, of the Euryalus. I have the honour to be,

E. BRACE, Captain.

Sir Edward Pellew, Bart. Vice-admiral of the Red, &c.

A List of Killed and Missing, in an Attack on the Enemy's Batteries and Vessels at Cavulacie, May 16, 1813.

Berwick—John Jones, marine, killed.

Euryalus—George Reardon, ordinary seaman, missing.

List of Vessels captured and destroyed.

La Fortune—French national xebeck, 10 long 9-pounders, 4 swivels, and 95 men, commanded by Monsieur Lecarnus, lieutenant de vaisseau, taken.

Thirteen small vessels of different descriptions, taken; nine, the cargoes taken out, vessels destroyed.

Fifteen of the vessels were chiefly laden with oil, corn, lemons, &c. one with empty casks; and six of those destroyed were empty.

E. BRACE.

Copy of a Letter from Captain Adam, of H. M. S. Invincible, addressed to Vice-admiral Sir Edward Pellew, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H.M.S. Invincible, Salon Bay, April* 4, 1813.

The Baron de Eroles having requested I would co operate in an attack on the enemy's posts at Ampolla and Perello, near the Ebro, two boats of

H. M. S. under my command, armed with carronades, under the directions of Lieutenant Corbyn, the first lieutenant, and a Spanish felucca, in which a party of troops were embarked, left this bay on the afternoon of the 1st inst. with orders to attack the post at Ampolla.

The troops were landed within two miles of it, about one o'clock in the morning, and the battery of two 18-pounders was completely surprised, the sentry having been shot. The guns were then turned on the fortified house, in which the greater part of the guard were posted, who evacuated it immediately, and most of them escaped, but some of them were afterwards taken at Perello.

That place, which is two leagues inland from Ampolla, was invested by a detachment of the Baron de Eroles's troops on the morning of the 2d inst. and upon the enemy refusing to receive a flag of truce, the walls of the town, which were filled with loop holes, were scaled, and a large square tower in the middle of the town, into which the French troops retreated, was immediately surrounded.

Owing to light winds and calms, I was not able to anchor the Invincible in Ampolla bay until the afternoon of the 2d. Two field-pieces were immediately landed, and sent to Perello, under the direction of Lieutenant Corbyn, assisted by Lieutenant Pidgley, and the midshipmen and men attached to the guns. They were placed in a house near the tower, and at daylight the next morning opened upon it.

After a very resolute defence, two breaches having been made in the tower, it surrendered, and a lieutenant and thirty-three soldiers were made prisoners. The enemy had one killed, and three wounded. They kept up a very heavy fire of musketry the whole time, but I have the satisfaction to say, that only one man belonging to this ship was wounded. The Spanish troops had two killed and six wounded.

At Ampolla two small privateers fell into our hands, which had been employed in communicating with Tarragona, and intercepting the trade passing the mouth of the Ebro. The post appears to have been established chiefly for the protection of this description of vessels and their prizes.

By the taking of Perello, the enemy's communications with the Col de Balaguer is very much straitened, as it is on the high road from that place to Tortosa.

The Baron de Eroles speaks in the highest terms of the assistance afforded him by Lieutenant Corbyn, and the officers and men under his directions; and I have great satisfaction in reporting it to you.

I have the honour to be, &c.

Vice-admiral Sir E. Pellew, &c. C. ADAMS, Captain.

Copy of a Letter from Captain Moubray, of H.M.S. Repulse, addressed to Captain Sir John Gore, of the Revenge, and transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq.

SIR, *Repulse, off Toulon, May* 3, 1813.

Having yesterday met the Hon. Captain Waldegrave, of the Volontaire, with the Undaunted, and Redwing, near the port of Morgion, where the enemy was observed actively employed in preparation for remounting cannon on the batteries; and viewing with him the importance of this situation as a place of protection to the coasting trade, I caused one hundred royal marines, of the Repulse, under the command of Captain Ennis, to proceed, in conjunction with those of the frigates, for the purpose of destroying the works, whilst the boats should bring out some vessels that were in the harbour. The whole, under the direction of Lieutenant Shaw, of the Volontaire, whose local knowledge rendered him peculiarly qualified to conduct the enterprise, covered by the fire of the Redwing, and launches with carronades, were landed, and drove the enemy, consisting of a detachment of the 4th battalion of the 1st regiment of the line, to the heights in the rear, where he was kept in check until the vessels were secured, and the batteries, on which were found nine gun carriages, and a thirteen-inch mortar, were blown up, and completely destroyed. I have to regret the loss of two brave men who fell in the boats on this occasion, as well as to have to place the name of Lieutenant Shaw among the list of the wounded; but considering the strong position the enemy occupied, and the loss he sustained, which we know to be at least twelve killed, besides several prisoners, it is comparatively small.

Witnessing from the ship the regularity and gallantry with which this service was executed, I cannot deny myself the pleasure of expressing my admiration of all employed on it.

I enclose lists of the vessels captured, and of the killed and wounded.

I have the honour to be, &c.

R. H. MOUBRAY.

To Sir John Gore, Captain of H. M. S.
Revenge, and commanding a detached
Squadron.

A List of Men belonging to his Majesty's Ships undermentioned, Killed and Wounded in an Attack on Morgiou, May 2, 1813.

KILLED.

Volontaire—Lieutenant Isaac Shaw, by the explosion of the battery; James Hamilton, quarter-gunner.

Undaunted—L. Noski, seaman.

WOUNDED.

Volontaire—W. Spencer, marine, dangerously.

Undaunted—John Dale, seaman, severely, but not dangerously; J. Sullivan, seaman, slightly.

R. H. MOUBRAY,
Captain of H. M. S. Repulse.

Names of the Vessels captured.

Maria Concepta, bombard, of 150 tons, laden with salt.
St. Josef, settee, of 72 tons, laden with wine and leather.
Le Zephyr, tartan, of 40 tons, laden with empty casks.
St. Graffo, tartan, of 29 tons, laden with wine and flour.
Conception, tartan, of 25 tons, laden with wine and flour.
La Fortune, tartan, of 29 tons, laden with tiles and bricks.

R. H. MOUBRAY,
Captain of H. M. S. Repulse.

Copy of a Letter from Captain Taylor, of H. M. S. Apollo, addressed to Rear-admiral Fremantle, and transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq.

SIR, *H.M.S. Apollo, Curzola, February* 4, 1813.

In compliance with your orders of the 18th January, we proceeded, with two hundred and fifty men, under Lieutenant-colonel Robertson, on board the Apollo, Esperanza privateer, and four gun-boats, to the attack of the island of Augusta, and I have the honour to acquaint you that it surrendered on the 29th.

During this service, which was attended with excessive fatigue, by the nature of the mountains over which we had to pass, a distinguished share fell to Captain Rorica, who, with fifteen Calabrese, Mr. Thomas Ullock, purser of the Apollo, an artilleryman, and our guide, Antonio Langaletta, spiked the guns of the lower battery, under musketry of the fort, likewise to Captain May (35th regiment), Lieutenant George Bowen, and Mr. Ullock, of the Apollo, with forty men, and the assistance of the inhabitants, who destroyed a store of provisions, took a serjeant of artillery, and two soldiers in the town, also under the musketry of the fort.

I do not mean, by mentioning these in particular, to take from the merits of others, who were all equally zealous.

I cannot either avoid mentioning the great exertions of the gun-boats, under Lieutenant M'Donald (35th regiment), the barge, launch, and yawl, under Messrs. William Henry Brand, William Hutchinson, and William David Fowkes, midshipmen of the Apollo; they drew a continual fire of the fort and battery upon them, and captured a boat attempting to get out with despatches.

The fort stands upon the pinnacle of a mountain, which position is so strong, that fifty English soldiers, with the good disposition of the inhabitants, are likely to resist any force the enemy may send against it. Its garrison consisted of one hundred and thirty-nine men. It has one mortar, one eighteen, and two 8-pounders: three 18-pounders in the lower battery, and there are several musketry out-works.

We have only to lament the loss of one man on our side, an inhabitant, killed; the enemy had one wounded.

Colonel Robertson having left a garrison in Augusta, we sailed on the 1st with the Imogene, and gun-boat. No. 43, to attack this island.

Although it blew excessive hard in squalls, we succeeded in landing 160 soldiers, 70 seamen, and 50 marines, with a howitzer, and 6-pounder field gun, the same night, at Port Bufalo, which enabled Major Slesser (35th regiment), with the flankers, to surprise the hill, with a musketry work upon it, that commands the town.

Hearing that three hundred enemy's troops to relieve Augusta, were arrived on the opposite shore (Sabionalla), I directed Lieutenant Charles Taylor, acting commander of the Imogene, to bring away or destroy their boats, and if fired at from Curzola, not to return it to the town, which instructions he obeyed with the utmost forbearance, as he fired over all, when their fire was directed at him. Mr. Antonio Parbo, commander of the gun-boats, likewise behaved gallantly; his vessel was hulled three or four times.

Finding that the enemy appeared determined to hold out (although our field-guns were upon the hill, and our advance in the suburbs within pistol-shot), and that the civic guard were collecting in the country; I took off the Apollo's seamen to attack the sea batteries, which, in the morning of the 3d, after about three hours firing, we silenced; they then agreed to capitulate; and I am happy to add, that we thereby have captured the privateer which molested the trade of the Adriatic so much, also two of her prizes.

In this I lament the loss of two seamen, Charles M'Gregor, killed by grape; and Edward Williams, drowned, by the sinking of the yawl in securing the ship; William Ward, slightly wounded.

I have also to regret that the ship's mainmast is very badly wounded, as well as a quantity of rigging cut.

Upon the walls of the town, and in its towers, were three 18-pounders, and eight small guns.

It would be presumption in me to speak of my coadjutor, Lieutenant-colonel Robertson's conduct throughout our little expedition, in a military point of view; but I may say, no service could have been performed with greater cordiality between all under his command, and our officers, seamen, and marines.

The day the island surrendered, we captured seven vessels in the Channel, bound to Ragusa and Cattaro, principally with grain, for which those places are in great distress.

We have also had the satisfaction of returning a quantity of church plate, bells, &c. which was seized, and ready to be carried away by the French, from Curzola and Augusta. I have the honour to be. &c.

Rear-admiral Fremantle, Adriatic. B. W. TAYLOR.

Copy of a Letter from Captain Wyndham, of H. M. S. Bristol, addressed to Rear-admiral Hallowell, and transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq.

SIR, *H. M. S. Bristol, at Sea, March* 21, 1813.

I have the honour to inform you of the capture of the French privateer Le Petite Louise, of four guns, and 45 men (but having only two guns and 25 men on board), commanded by Honorré Saissy, a lieutenant in the French navy, by the boats of H.M.S. Bristol, under my command, on the 16th inst. off Oran; she sailed from Denia on the 4th inst. and had made several captures, two of which, Spanish vessels, I have since retaken.

I have the honour to be, &c.
GEO. WYNDHAM, Captain.

Benjamin Hallowell, Esq. Rear-admiral of the White, &c.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. two letters from Captain Hoste, of H. M. S. the Bacchante, to Rear-admiral Fremantle, dated the 14th of February:

One, reporting the capture, off Otranto, of L'Alcinous, French gun-boat, carrying two guns, and 32 men, and of eight trading vessels, under her convoy, from Corfu.

The other, stating the capture of La Vigilante, French courier gun-boat, from Corfu to Otranto, with despatches, and having on board, as passenger, the general of artillery, Corda, and his staff.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from the Hon. Captain Cadogan, of H. M. S. the Havannah, to Rear-admiral Fremantle, giving an account of the destruction, on the 7th of February, of an enemy's convoy of twenty-five sail, four of them gun-boats, by the boats of the Havannah, under Lieutenant Lumley, on the coast of Manfredonia. A battery of seven guns was destroyed by the marines, and two of the vessels brought out, the rest scuttled and left full of water. The convoy came from Venice, and the vessels were laden with ordnance stores. This service was performed without the loss of a man.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. two letters from Captain Garth, of H. M. S. Cerberus, dated the 29th of January, and 13th of March last.

The former, addressed to Captain Hoste, of the Bacchante, giving an account of the capture of a trabaccolo, armed with two guns, and deeply laden with corn and flour, for Corfu, by the boats of the Cerberus, under Lieutenants Delafosse and Montagu;

The latter, addressed to Rear-admiral Fremantle, stating the capture, by the Cerberus, of La Veloce French gun-boat, carrying one 18-pounder, and 22 men, bound to Otranto, for money for the troops at Corfu; and also that of a large trabaccolo, brought out by the boats of the Cerberus, under Lieutenant Delafosse, from under a battery near Brindisi.

JULY 10.

Copy of a Letter from the Hon. Captain Capel, of H. M. S. La Hogue, to John Wilson Croker, Esq. dated at Halifax, June 11, 1813.

SIR,

It is with the greatest pleasure I transmit you a letter I have just received from Captain Broke, of H. M. S. Shannon, detailing a most brilliant achievement in the capture of the United States' frigate Chesapeake, in fifteen minutes. Captain Broke relates so fully the particulars of this gallant affair, that I feel it unnecessary to add much to his narrative; but I cannot forbear expressing the pleasure I feel in bearing testimony to the indefatigable exertions and persevering zeal of Captain Broke, during the time he has been under my orders: placing a firm reliance on the valour of his officers and crew, and a just confidence in his system of discipline, he sought every opportunity of meeting the enemy on fair terms, and I have to rejoice with his country, and his friends, at the glorious result of this contest: he gallantly headed his boarders in the assault, and carried all before him. His wounds are severe, but I trust his country will not be long deprived of his services. I have the honour to be, &c.

THOS. BLADEN CAPEL, Captain,
and Senior Officer at Halifax.

SIR, *Shannon, Halifax, June* 6, 1813.

I have the honour to inform you, that being close in with Boston Light House, in H. M. S. under my command, on the 1st inst. I had the pleasure of seeing that the United States' frigate Chesapeake (whom we had long been watching) was coming out of the harbour to engage the Shannon; I took a position between Cape Ann and Cape Cod, and then hove-to for him to join us—the enemy came down in a very handsome manner, having three American ensigns flying; when closing with us he sent down his royal yards. I kept the Shannon's up, expecting the breeze would die away. At half-past five P.M. the enemy hauled up within hail of us on the starboard side, and the battle began, both ships steering full under the topsails; after exchanging between two and three broadsides, the enemy's ship fell on board of us, her mizen channels locking in with our fore-rigging I went forward to ascertain her position, and observing that the enemy were flinching from their guns, I gave orders to prepare for boarding. Our gallant bands appointed to that service immediately rushed in, under their respective officers, upon the enemy's decks, driving every thing before them with irresistible fury. The enemy made a desperate, but disorderly resistance.

The firing continued at all the gangways, and between the tops, but in two minutes time the enemy were driven sword in hand from every post. The American flag was hauled down, and the proud old British Union floated triumphant over it. In another minute they ceased firing from below and called for quarter. The whole of this service was achieved in fifteen minutes from the commencement of the action.

I have to lament the loss of many of my gallant shipmates, but they fell exulting in their conquest.

My brave first lieutenant, Mr. Watt, was slain in the moment of victory, in the act of hoisting the British colours; his death is a severe loss to the service. Mr. Aldham, the purser, who had spiritedly volunteered the charge of a party of small-arm men, was killed at his post on the gangway. My faithful old clerk, Mr. Dunn, was shot by his side; Mr. Aldham has left a widow to lament his loss. I request the commander-in chief will recommend her to the protection of my Lords Commissioners of the Admiralty.

My veteran boatswain, Mr. Stephens, has lost an arm. He fought under Lord Rodney on the 12th April. I trust his age and services will be duly rewarded.

I am happy to say, that Mr. Samwell, a midshipman of much merit, is the only other officer wounded besides myself, and he not dangerously. Of my gallant seamen and marines we had twenty-three slain, and fifty-six wounded. I subjoin the names of the former. No expressions I can make use of can do justice to the merits of my valiant officers and crew; the calm courage they displayed during the cannonade, and the tremendous precision of their fire, could only be equalled by the ardour with which they rushed to the assault. I recommend them all warmly to the protection of the commander-in-chief.

Having received a severe sabre wound at the first onset, whilst charging a party of the enemy who had rallied on their forecastle, I was only capable of giving command till assured our conquest was complete, and then directing second Lieutenant Wallis to take charge of the Shannon, and secure the prisoners. I left the third lieutenant, Mr. Falkiner (who had headed the main-deck boarders), in charge of the prize. I beg to recommend these officers most strongly to the commander-in-chief's patronage, for the gallantry they displayed during the action, and the skill and judgment they evinced in the anxious duties which afterwards devolved upon them.

To Mr. Etough, the acting master, I am much indebted for the steadiness in which he conn'd the ship into action. The Lieutenants Johns and Law, of the marines, bravely boarded at the head of their respective divisions.

It is impossible to particularize every brilliant deed performed by my officers and men; but I must mention, when the ship's yard-arms were locked together, that Mr. Cosnahan, who commanded in our main-top, finding himself screened from the enemy by the foot of the top-sail, laid out at the main-yard arm to fire upon them, and shot three men in that situation. Mr. Smith, who commanded in our fore-top, stormed the enemy's fore-top from the fore-yard arm, and destroyed all the Americans remaining in it. I particularly beg leave to recommend Mr. Etough, the acting-master, and Messrs. Smith, Leake, Clavering, Raymond, and Littlejohn, midshipmen. This latter officer is a son of Captain Littlejohn, who was slain in the Berwick.

The loss of the enemy was about seventy killed, and one hundred wounded. Among the former were the four lieutenants, a lieutenant of marines, the master, and many other officers. Captain Laurence is since dead of his wounds.

The enemy came into action with a complement of four hundred and forty men; the Shannon, having picked up some recaptured seamen, had three hundred and thirty.

The Chesapeake is a fine frigate, and mounts forty-nine guns, eighteens on her main-deck, two-and-thirties on her quarter-deck and forecastle. Both ships came out of action in the most beautiful order, their rigging appearing as perfect as if they had only been exchanging a salute.

I have the honour to be, &c.

P. B. V. BROKE.

To Captain the Hon. T. Bladen Capel, &c. Halifax.

List of Killed on board H.M.S. Shannon.

G. T. L. Watt, first lieutenant; G. Aldham, purser; John Dunn, captain's clerk; G. Gilbert, able seaman; William Berilles, able seaman; Neil Gilchrist, able seaman; Thomas Selby, able seaman; James Long, able seaman; John Young, able seaman; James Wallace, able seaman: Joseph Brown, able seaman; Thomas Barr, ordinary seaman; Michael Murphy, ordinary seaman; Thomas Molloy, ordinary seaman; Thomas Jones, ordinary seaman; John O'Connelly, ordinary seaman; Thomas Barry, first class, boy.

MARINES.

Samuel Millard, corporal; James Jayms, private; Dominique Sader, private; William Young, private.

SUPERNUMERARIES.

William Morrisay, John Moriarty, Thomas German.

P. B. V. BROKE, Captain.
ALEX. JACK, Surgeon.

Promotions and Appointments.

Captains, &c. appointed.

Lieutenants P. Wallis and Chas. Leslie Falkiner, of the Shannon, have been promoted to the rank of commanders; M. Lindsay, to the rank of commander; S. Hoar, to the rank of commander; Captain Sir William Bolton, to the Forth; R. Wauchope, to the Swinger; John Houlton Marshall, to the Halcyon; Joseph Nourse, to the Severn.

Captains Dumaresq, of the Victory, and Mansell, of the Rose, are created Knights of the Sword.

Captain Hon. Granville Proby, to the Laurel; Ross Donnelly, to the Devonshire; Edward Saurin, to the Hope sloop; Captain J. Coghlan, to the Euryalus; W. Adams, to the Portia; A. Dale, to the Laurel; Lieut. J. Hellard, to the Semaphoric station on Sandwich flats.

Lieutenants, &c. appointed.

John Friber, to the Primrose; W. S. Gammon, to the Severn; S. A. Simpson, to the Halcyon; W. Pyne, to ditto; John Imrie, to the Egmont; John Dewar, to the Brisk; Anthony C. Stanton, to the Boyne; James Neville, to the Forth; Robert Jacomb, to the Prince Frederick; John Le Feuvre, to the Severn; Wm. Stone (2), to the Fylla; James Sanders, to the Swinger; James Clark, to the Cadmus; Peter Crawford, to the Queen; Richard C. Mould, to the Clarence; Robert S. Bayly, to the Vengeur; Charles Tilly, to the Rippon; Wm. Smith (5), to the Dasher; Benjamin Keily, to the Zephyr; Henry Baker (1), to the Ajax; Thomas Mitchell, to ditto; James Burton (1), to the Devonshire; Matthew Hay, to the Rover; Henry Belsey, to the Echo; James Phipps, to the Devonshire; Charles E. Day, to ditto; Michael Dwyer, to the Revolutionaire; Francis John Turner, to the Goliath; William Firman, to ditto; William Walford, to ditto; Thomas Smith (3), to the Venerable; Rd. Crawford, to the Centurion; William Farrant, to the Mutine; John Priest, to the Goliath; William Adams (2), to the Portia; William Stopford, to the Kangaroo; Louis A. Robinson, to the Drake; Robert Purkis, to the Niger; John Manton, to ditto; William Richardson (1), to the Medusa; Thomas Wm. Jones, to the Alphea; Henry P. Lew, to the Dannemark; Thomas Welch, to the Pelican; P. Graham, to the Blenheim; Wm. Tamplin, to the Goliath; Wm. Gilkie, to the Blenheim; James Niven, to the Mercurius; Ed. Wm. Pitt, to the Laurel; John R. Woodriff, to ditto; Richard John Head, to the Pembroke; Thomas Gill (1), to ditto; Wm.

Henry Quin, to the Kangaroo; Nath. J. Ball, to the Niger; Henry Clarke, to the Vulture; Francis Small, to the Acorn; Richard Ward, to the Cruizer; George Chepmel, to the Niger; Thomas Penberthy, to the Helena; Wm. Parr, to the Vesuvius; Thomas Rawlins, to ditto; Henry B. Mason, to the Forth; Henry Collins, to ditto; Charles D. Castle, to the Theseus; Thamas Lovell, to the Flamer; John Johnstone (3), to the Boyne; James Burton, late of H.M.S. Bedford, to H.M.S. Devonshire; J. Marshall, to be a lieutenant; H. Maingy, to the Eridanus; J. B. Neve, to the Fly; R. Pilch, to the Blenheim; W. H. Quin, to the Kangaroo; D. Rice, to the Hussar; B. Reily, to the Zephyr; J Sanders, to the Niger; Spencer Smith, to the Bulwark; Mr. E. Showell, to the rank of lieutenant; H. Tucker, to the Centaur; W. West, to the Laurel.

Chaplains, Pursers, &c.

The Rev. H. Peters, to be chaplain of the Dublin.

Wm. Pearce, Esq. has been appointed chief clerk of the Admiralty Office, *vice* Kite, retired.

James Wilkinson, Esq. Secretary to Vice-admiral Martin, is appointed agent victualler at Mahon, Island of Minorca.

F. Horton, purser of the Bourbonnaise, to the Revolutionaire.

Mr. Lewis Gordon, purser of the Mars, to be storekeeper at Mahon.

Mr. John Wiseman, of the Magnificent, to be purser of the Anacreon.

J. Pottinger, late of the Java, to be purser of the Naiad; W. Quinton, to the Niger; G. Green, to be purser of the Fly.

Masters.

John Mitchell, to the Bonne Citoyenne; Daniel Lye, to the Medusa; James Brown, to the Dasher; Wm. Smith, to the Tartarus; Griffith Griffiths, to the Forth; J. M. Armstrong, to the Woolwich; Robert Brown, to the Sabrina; James Davies, to the Bermuda.

Midshipmen passed 7th July.

Sheerness.—Mr. William Phillips, Dannemark; Steph. Ratcliffe, York; John Halford, ditto; Henry Birch, President; William Dyball, Medway; Richard J. Bower, Cornwall; Henry E. Atkinson, Vigo.

Portsmouth.—Mr. Hugh Somerville Heed, Tisiphone; not passed, having no certificate of time; James Irvine, Horatio; Charles Frith, do.; passed.

Plymouth.—Mr. Henry Wm. Boyce, Pembroke; George Harvey, Surveillante; Frederick Archer, Rippon; B. G. Waterhouse, Dublin; Thos. G. Cooper, Scylla; Robert Wright, Surveillante; Hamilton Blair, Queen Charlotte; Thomas Pearson, Telegraph.

Surgeons.

A. Illingworth, to the Blenheim; C. B. Macguire, to the Emulous; C. Wolley, to the Tartarus; James Scott (3), to the Sprightly cutter; Robert Finlayson, to the Picton; J. C. Clarke, to the Kangaroo; Samuel Symonds, to the Negro, P.S.; E. H. St. Quintin, to the Vesuvius; Donald Cameron, to the Dasher; Hugh Charles, to the Halcyon; R. Woodthorpe, to the Acorn; Francis Hunt, to the Helicon; Matthew Burnside, to the Griffon; R. Woodthorpe, to the Forth; George Lillies, to the Severn; C. Quesnel, to the Helicon; James Brown, to the Thunder; John Monteith, to the Rover; James Carroll, to the Tweed; Samuel Sinclair, to the Cumberland; Alex. Smith, to the Acorn; John Laughna, to the Rinaldo; Charles Hovell, to the Bermuda.

Assistant-Surgeons, &c. appointed, since 21st June.

James Kay, to the Dublin; Abraham Warner, to the Namur; William

Billerwell, to the Blenheim; J. G. Lebire, to the Prevoyante; Hugh Kennedy, to be hospital mate at Deal; Charles Carter, as supernumerary, to the Mediterranean; John Stephenson, do.; Andrew Ramsay, to be hospital mate at Plymouth; William Black (2), to the Dublin; Joseph Breadon, to the Creole; A. C. Hyndman, to the Swinger; D. Baruh, to the Tisiphone; James Wills, to the Severn; R. Guthrie, to the Queen Charlotte; James Gilchrist, to the Argonaut; John Isatt, to the Blenheim; G. Birnie, to the Forth; J. Bourgoyne, to the Monmouth; C. A. Browning, to the Dannemark; James Kay, to the Superb; John Thomas, to the Conquest, G.B.; William Dunbar, to the Piercer, G.B.; John Campbell (2), to the Egmont; John Haslam, as supernumerary, to Halifax; John Campbell (2), to ditto, as supernumerary; Pat. Kelby, to the Sussex; James O'Reilly, to the Pincher.

BIRTH.

Lately, at Plymouth, Mrs. Bell, wife of Doctor Bell, of H. M. Dockyard at that place, of a still-born child.

MARRIAGES.

On the 6th July, Lieutenant E. Parry, of the Negro P.S. to Miss Emily, of Hardway.

On the 15th July, at Deal, Captain Alcock, R.N. to Miss Phillips, niece of Vice-admiral Foley, commander-in-chief at that port.

Lately, Lieut. J. P. Martin, R. N. to Miss Mary Paxton, daughter of G. Paxton, Esq. of Hampstead.

Lately, W. H. Kempster, Esq. of Half Moon street, Piccadilly, to Frances, 2d daughter of Moses Gretham, Esq. Deputy Judge-Advocate of the Fleet.

Lieut. S. Johns, R.N. son of S. Johns, Esq. of Portsmouth Dock-yard, to Miss Hawker, of Woolwich yard.

Lately, at Crediton, J. Taylor, Esq. R.N. to Eliza Parr Nosworthy, only daughter of W. B. Nosworthy, Esq. of the same place.

OBITUARY.

Lately, on board the Statira, in the West Indies, Mr. Francis Houghton, midshipman. He fell from the mast head of that ship, and was killed on the spot: this young man had been nine years at sea; first on board the Jalouse, with Captain John Temple, who being promoted, and not employed at that time, Captain T. recommended him to Captain Lidgeard, of the Anson; from the wreck of which ship he escaped, when Captain L. and great part of the crew were lost. Soon after, Captain Temple was appointed to the Crescent frigate, which shared the fate of the Anson, on the coast of Denmark. Mr. Houghton, with sixty others, saved themselves on a raft, and were made prisoners by the Danes, who treated them with great humanity. He was very soon exchanged, and sent to England. Still anxious to pursue his profession, he went to the West Indies, in the Dragon, and afterwards removed to the Statira, when the above accident deprived his country of his future services.

At his seat, Wolverton Park, Hants, on the 10th June, Sir Charles Morice Pole,* Bart. admiral of the white squadron, groom of the bed-chamber to H. R. H. the Duke of Clarence, and member of Parliament for Plymouth.

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* In the XXIst Volume of the NAVAL CHRONICLE, a portrait and biographical memoir were given of Sir Charles Morice Pole.

On the 25th May, aged 22, in consequence of a wound received in action with an American national schooner, of 16 guns, when commanding the Highflyer schooner, tender to the St. Domingo, carrying five guns, Lieutenant Theophilus Lewis, of that ship, eldest son of Major-general Lewis. The limits of this work will not permit us to state the particulars of the heroic conduct of this gallant hero, previous to, and after he received his mortal wound; but it has been described, by letters from the officers of the St. Domingo, as a scene almost without a parallel, for daring resolution, and undaunted valour; coolly giving his orders after he was carried below, mortally wounded.

On Thursday, 14th inst. at Berry, near Gosport, Mrs. Inglis, wife of Captain C. Inglis, of H.M.S. Stately.

At Haslar Hospital, Lieutenant J. M'Intyre, of the royal marines, late of H.M.S. Edinburgh.

Lately, at the Right Hon. the Earl of Carlisle's, in Grosvenor place, Lady Elizabeth Garnier, his Lordship's sister. She was first married to Peter Delme, Esq.; and secondly to Captain Garnier, of the royal navy, who was shortly after lost at sea.

On the 2d May, by an explosion of a battery, Lieutenant Isaac Shaw, of H. M. S. Volontaire.

On the 28th April, in consequence of a wound received in action with the enemy, Lieutenant Wm. Martin Collins, R.N.

On the 28th March, on board H. M. S. Argo, Lieut. James Clitherow, R.N. third son of C. Clitherow, Esq. of Bird Place, Hants.

At Sandwich, Kent, Anne, youngest daughter of the late Rev. N. Nisbett, rector of Tunstall, in that county; whose death, and that of her brother, Lieutenant Nisbett, R. N. within the short space of twelve months, preyed on her mind, and hastened her dissolution, at the premature age of 23.

On Sunday, the 18th inst. the remains of Vice-admiral Wm. Bentinck (who died in his 49th year, at Petersburgh, on the 21st of February last), were deposited in the family vault, in Terrington church, Norfolk, attended by a few of his relatives and friends. By his death, his country has been deprived of a zealous, intelligent, and active servant. His friends, of the persevering and steady affection of a benevolent mind, and his family of those virtues that adorn private life, and which he possessed in so eminent a degree.

July 22. The commander of the Sprightly cutter, Lieutenant James Pettet, while off the Owers, jumped overboard and was drowned. This unfortunate gentleman was severely wounded in the body by a musket-ball, when serving as first lieutenant of the Cerberus, about three years since; and as he never completely recovered from the effects of that wound, which injured the spine, and consequently affected his head, his sad end may be attributed to a momentary delirium arising from that cause.

He received the wound which (though remotely) was, no doubt, the cause of his death, in an attack upon three large gun-boats, in an harbour in the Adriatic; having under his orders the boats of the Cerberus, Active, and Swallow. The gun-boats were brought out and destroyed, and he was obliged to be invalided; but, from the packet which brought the commander-in-chief's letter having been either captured or lost, the affair was never noticed in the Gazette. The deceased officer was 35 years of age, had been in the navy near twenty years, and was made a lieutenant in 1802.

BIOGRAPHICAL MEMOIR

OF

CAPTAIN JAMES MANDERSON, R.N.

> " Our Country's welfare is our first concern,
> And who promotes that best—best proves his duty."——HAVARD.

IF opportunities have not been afforded to this gallant officer (as they have not, to thousands of others) for distinguishing himself in a peculiar light as a naval hero, our readers will not fail to discover, in the several plans which he has conceived and suggested, with a view of serving his country, either in the way of defence to itself, or of destruction to its foes, that the *amor patriæ* is a prevailing principle in his mind.

The gentleman who is the subject of our present notice is a native of Scotland, and was born in the vicinity of Dunbar, in the shire of East Lothian. His father, William Manderson, was a respectable farmer of that neighbourhood, remarkable for his piety, his agricultural knowledge, extensive reading, and retentive memory ; and who suffered for his attachment to the House of Brunswick, in the Rebellion of 1745, having several of his horses taken away by the rebels. Being acquainted with some of the officers, he ventured into their army to claim them ; and being detained by the chiefs while inquiry was making, he had the courage and loyalty to refuse drinking the Pretender's health, although strongly urged thereto by some very particular acquaintance : his errand, however, was not successful. He was twice married ; having taken for his second wife Margaret Denham, descended of a respectable family in the same line of business as Mr. Manderson. Her father died at the advanced age of 96, while the subject of this memoir was in his ninth year ; being her youngest child of four, and an only son.*

When about 13 years of age, James had made such progress in the Latin tongue, as to have gone through Virgil. This study, however, he quitted for that of the Mathematics, in which he made considerable advances, having mastered Euclid's Elements, Spheric Geometry and Trigonometry, the Calculation and Delineation of

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* We conjecture, however, that he did not remain an only son ; as we find a Mr. William Manderson mentioned in the Red Book as being master joiner in his Majesty's Dock-yard at Woolwich.

Eclipses, &c. under an able tutor, Mr. Alexander Gibson, afterwards master of the academy at Perth.

It was expected, that Mr. Manderson would have adopted the occupation of his father, whom he lost, while at school, in 1778; nor does it seem that he had entertained any serious thoughts of a maritime life, until the appearance of the notorious Paul Jones, with his squadron, in the Firth of Forth; and he was then, no doubt, in great measure prompted to it, by the knowledge of his father's affairs having been left in an embarrassed state.

Through family acquaintance, having obtained letters of recommendation from the Hon. Charles Napier, then regulating captain at Edinburgh, he sailed from Leith Roads in November, 1779, delivered his credentials of introduction into the navy to the late Admiral Roddam,* then commanding at Sheerness, and to Captain Orrock, commanding the Conquestador, and was taken on board of the Blenheim, then lying at Blackstakes, in the capacity of midshipman, by the late Captain Hartwell. The Blenheim, however, being soon paid off, our young officer was sent on board of an armed ship called the George, then under orders at the Nore to proceed to the Texel,† to take on board part of the crew of the Serapis; but, her destination being changed, he joined the Jason frigate at the same anchorage; and in the spring following, the Portland, in which he served about two years on the Newfoundland ‡ station. On board this ship he obtained the friendship of the late Captain Thomas Lloyd; and as that officer expected to be appointed to command the Hermione frigate (then building), and to be attached to a squadron destined to act against the Spaniards in the Pacific Ocean, young Manderson left the Portland, and went on board of the Diligente, then guardship at Spithead,§ with an intention of remaining there till the frigate should be commissioned.

Britain was at that time hard pressed by the maritime forces of France, Spain, and Holland; and many ships being in want of inferior officers, all supernumeraries of that description were ordered to be discharged from the Diligente. Mr. Manderson joined the Vengeance, then commanded by the late Captain Mautray, on board of which he served as midshipman, and commanded part of the guns on the main-deck, in the action of the 20th of October, 1782, with the combined fleets of France and Spain, consisting of 46 sail; while the British amounted only to 34, including two 60-gun ships, destined for the relief of Gibraltar, under the command of Lord Howe. The Vengeance being leading ship on the larboard tack, and the fleet engaging on the starboard, she was for some time in closer action than any other vessel in the fleet; occasioned by the Spanish Admiral bearing down to cut off the four last ships in the British line, the Ocean, Union, Buffalo, and Vengeance; but which manœuvre he was deterred from executing by the fire of the Ocean, which raked him, and the successive fire of the ships astern of her. From the ill-directed fire of three Spanish frigates, the Vengeance had only three men killed, and 16 wounded; the masts, rigging, and sails, however, were much damaged; and she had received seven shot between wind and water.

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* Of whom a portrait and memoir will be found in our IXth Volume, page 253.

† See a chart of the Texel, Vol. II. p. 436.

‡ See a chart of Newfoundland, Vol. VII. p. 325.

§ See a view of Spithead, Vol. XI. p. 304.

After the return of the fleet to Spithead, the Vengeance was appointed one of the ships of a squadron destined to reinforce the fleet in the West Indies. Mr. Manderson was promised a recommendation to the patronage of Sir Samuel (now Lord Viscount) Hood,* from a near relation of the Admiral; and which appeared likely to afford him some recompense for the loss of all his golden dreams in the projected South Sea expedition, which never took place; and this at a time of life when such powerful interest might gradually have introduced him into the first situations in the naval profession.

Preliminaries of peace having been entered into, a mutinous spirit manifested itself on board of several ships at Spithead, among which was the Vengeance; the ship's company refusing to go to the West Indies, under a pretext, that the shot-holes between wind and water, received in action with the combined fleets, had never been properly secured, having been only plugged up by heeling the ship at sea. The destination of the Vengeance being now countermanded, Mr. Manderson went on board of the Hermione, then at Spithead, which was paid off at Sheerness in April, 1783.

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* See Vol. XI. p. 400.

Among the multitudes that repaired to the metropolis at the conclusion of the war, went Mr. Manderson, who appears to have been at that time but little versed in the affairs of men; for, instead of keeping close to the interest whose protection he had been promised, in the simplicity of his heart he only considered the powerful interest that would be made by others; and, having served but three years and a half in the navy, he inconsiderately imagined, that any farther application at such a time would be looked upon as intrusive and troublesome: he, therefore, determined to take his chance in the wide world; but what course he should pursue, was a puzzling question. Sometimes he thought of the merchants' service; at others, of going as mate in a Guineaman, the iniquity of which traffic he had not then contemplated; and at one time, he had proceeded part of the way, with another discharged midshipman, to offer himself as an officer to serve in the Turkish navy. While thus wavering, his finances were ebbing very fast; when, in the month of September, seeing an advertisement in a newspaper, for a person qualified to undertake the instruction of the young gentlemen on board of the Europa, preparing for the flag of Admiral Gambier, and considering the mere pay of a midshipman, in time of peace, as inadequate to the support of the character, he waited on the Admiral, and offered himself: being accepted, he, in the month of October, sailed for Jamaica.

Having touched at Antigua, he had, for a few hours, an opportunity of seeing a half-brother, by his father's first wife, who had been settled in the island a number of years, having left home when sixteen years of age; at which time Mr. Manderson was but an infant; and, consequently, they had no personal knowledge of each other. After some introductory conversation, Mr. M. made himself known; and we can more easily conceive than express the emotions that were kindled in the heart of the West India settler, who had not seen any of his father's family for nearly 18 years. He was very importunate with his brother to leave the Europa, and settle in the Island; but, the ship sailing early on the ensuing morning, the latter was soon at Jamaica.

In a short time, a vacancy for a master happening on board of a sloop of war on that station, the situation was offered to him, with the promise of removal into a larger ship, should any opportunity occur. At such a time, this offer would have been acceptable to many; Mr. M. however, thought proper to decline it, as well as another appointment afterwards into a larger ship; although urgently persuaded to accept of it by Captain (now Admiral) Tyrrel Smith, who had succeeded the Hon. Capt. (now Admiral) de Courcy.

Admiral Gambier was ordered home, on account of some proceedings which we think were not approved of by the Admiralty; and he sailed in the Europa, in July, 1784, that she might be overhauled in dock, having got aground upon the Warrington while working into St. John's Road, in the island of Antigua;* when it was found, that the false keel was nearly all knocked off, and a great part of the main keel had the appearance of a honey-comb, having been so eaten by the worms in the West Indies during only seven months.

The late Admiral Innes having been appointed to the Jamaica station, the Europa sailed again in December; and on this officer's dying, Captain (afterwards Admiral Lord) Alan Gardner † was appointed commodore in that quarter. During this time, Mr. Manderson suffered much in his constitution; partly from the climate, and partly from a disorder in the lungs; from which, after nature had struggled some years with the disease, he in a considerable degree recovered; but never so as fully to regain his former vigour; feeling severe pains in the chest when exposed to wet and fatigue; which, no doubt, was a great obstacle to his pursuing his profession afterwards with the ardour that was natural to him.

Mr. Manderson continued on the Jamaica station till July, 1789; when Commodore Gardner was relieved by Admiral Affleck,‡ in the Centurion. After the Europa was paid off, Mr. M. went on board of the Magnificent, Captain (now Admiral Sir Richard) Onslow,§ with whom he continued during the time of the Spanish and Russian armaments; and had any promotion taken place at the paying off of the Magnificent, Captain Onslow intended to have used all his interest to get Mr. Manderson raised to the rank of lieutenant; but this not being the case, Mr. M. went into the Hector, with Captain Montagu, now Admiral of the Red.

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* See an engraving in Vol. XI. p. 456.

† See Vol. VIII. p. 177.

‡ See a portrait and memoir in Vol. XXI. p. 445.

§ Of this officer see a portrait and memoir in Vol. XIII. p. 249.

During the time that the Hector lay as guardship in Portsmouth harbour, Mr. Manderson submitted to the consideration of the Board of Longitude, whether it might not be practicable, at times, to determine the longitude by the variation of the moon's declination; as at certain periods, if the latitude were exactly known, and the moon's altitude observed to within 15″, the longitude might be determined to three-fourths of a degree; and if it were observed to within 10′, the longitude might be determined to half a degree: that is, allowing the variation of declination to be only five miles in an hour. If it were 7½ miles in an hour, and the moon's altitude were truly observed to 20′, it would give the longitude to two-thirds of a degree; if within 15″, to half a degree; and supposing the variation of declination to be 12′ 30″ in an hour, were the moon's altitude determined to 25″, it would give the longitude to within half a degree, &c. &c. It is uncertain whether the Hon. Members of the board considered the proposition worthy of notice or experiment, as Mr. M. we have been told, never heard from them on the subject.

When hostilities commenced with the Revolutionists of France, the Hector went out of harbour to Spithead in December, 1792; sailed on the 16th of February, 1793, to cruise in company with the Hannibal in the Chops of the Channel, and re-anchored at Spithead on the 3d of March. She sailed again on the 25th for the West Indies, being one of the squadron under the command of Admiral Gardner, and anchored in Carlisle Bay, Barbadoes, on the 27th of April. Thence she sailed on the 2d of May, anchored in Prince Rupert's Bay,* Dominica, on the 6th; sailed again on the 8th, and on the 9th arrived off Martinique.† The Orion having run on board of the Hector on the 13th, by which she received some damage, she anchored in Cape Navarre Bay on the 14th to refit, and sailed again the next day. Part of this squadron plyed to windward on the 18th for Barbadoes, anchored in Carlisle Bay on the 21st, and sailed thence on the 10th of June.

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* See an engraving in Vol. I. p. 422.

† See a map of Martinique in Vol. XIII. p. 474.

The Hector anchored on the 12th in Cape Navarre Bay, Martinique, with a convoy having troops on board: these were landed on the morning of the 14th, as was also part of the 21st regiment, taken on board at Barbadoes. On the 15th, the Monarch and Hector were ordered to cannonade a fort on Mount Cerbette, to the N.W. of St. Pierre; which they began to do by 11 A.M. and continued firing till half-past three.

The fort being situated on a considerable eminence, the greater part of the shot struck beneath it; when the gunner of the Hector, hearing the seamen complain that they could not give their guns elevation enough, went on the quarter-deck, and requested Captain Montagu to give orders for the firing to cease, in order to convince them that the fault was in themselves, and not in the guns. As the fort was nearly silenced, the request was complied with; when Mr. Bell, the gunner, pointed a 32-pounder from the lower deck, which threw the shot into the middle of the fort; its lodgment being easily perceived, from the dust that it threw about on striking the ground. This excellent cannonier was afterwards killed on board of the Northumberland, by an explosion of powder in the gun-room.

On the morning of the next day, the Hector, in company with the Duke, Iphigenia, and Ulysses, were ordered against the forts to the N. E. of St. Pierre, as a diversion in favour of the troops and marines that had landed. The Duke leading, followed by the Hector, began to engage Forts Bime and La Preche, which were totally silenced. A violent thunder-storm coming on, the Duke's main-mast was shivered by lightning; and next morning the Hector, standing in shore with the Iphigenia, landed a party, who spiked the guns of the forts, and destroyed their carriages. The expedition, however, having failed of effect, the troops and marines were re-embarked, as were also part of the Royalists, on board of the English ships. The rage and unrelenting fury of civil war were now clearly perceived by the flames that covered the island night and day.

The ———, Commodore Riviere, a French ship of the line bearing the Royal flag, took as many on board as she could carry (it was said, to the amount of 1,000, including her own crew), and sailed for Trinidad. The 80 taken on board of the Hector were landed at Roseau, Dominica:* she then sailed for Jamaica, and anchored in Port Royal Harbour† on the 29th of June. She sailed thence on the 23d of July, anchored in Long Bay on the 25th, re-sailed on the 27th, with 74 sail of merchant vessels under convoy, and anchored at Spithead ‡ on the 4th of October.

Mr. Manderson, having been now 14 years in the navy, began seriously to reflect on his situation, and determined to get the better, in some measure, of that natural backwardness, and aversion to the courting of power, so necessary for attaining rank in the navy. He, therefore, made application to a person of interest, and was promised to be recommended, for promotion, to Admiral Gardner, who was to proceed, in the Queen, on an expedition against the Mauritius.

To any other person, perhaps, this intimation would have been highly acceptable; but not so to Mr. M. He tried to evade, though he could not positively decline, it; he, therefore, joined the Queen: his reasons, however, for not wishing it, we understand, proved well founded.

The expedition against the Mauritius being relinquished, the Queen was attached to the Channel Fleet, commanded by Earl Howe.§ The junior lieutenant having been left on shore, Mr. Manderson was stationed to command the guns on the quarter-deck; and toward the close of a hard-fought battle, on the 29th of May, 1794,‖ had occasion to notice one of those interpositions of Divine Providence which too often pass unobserved. Being much fatigued from assisting the artillery at his quarters, the Queen having been engaged from half-past seven A.M. and it being now near four P.M. he had, for a few minutes, placed himself opposite the aftermost gun, observing the conduct of the men in working; when he suddenly determined to direct it himself against a ship advancing within pistol-shot; being the sternmost, but one, in the French line. At this very moment a cannon-ball passed close to the man at the weather wheel in a slanting direction, and lodged in the ship's side where he had just been standing, about four feet above the deck.

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* See a view of this place in Vol. XX. p. 472.

† See the engravings in our XVIth Volume, p. 52; and XXIId, p. 477.

‡ See a view of Spithead, Vol. XI. p. 304.

§ See Vol. I. p. 1. and Vol. IX. p. 396.

‖ See engraving, Vol. I. p. 24.

On the memorable 1st of June, the Queen broke through the French line,* at 10 A.M.; when the eighth ship of the enemy, her opponent, hauled on board her fore and main tacks, and made sail; she therefore closed with the 7th, a ship of 84 guns, having 16 ports on a side on her lower deck: this ship (supposed to be the Scipion) also attempted to shake her off, by first making sail, and then running to leeward; her adversary, however, kept close upon her starboard quarter. The French captain's colours being twice shot away, he hoisted a jack at the mizen-top-gallant-mast head. At three quarters past 10, his mizen-mast went by the board; and at 11, the Queen's main-mast went over the lee side, carrying away the mizen-yard, &c. fore part of the poop, and the barricading of the quarter-deck. In a quarter of an hour, the main-mast of her antagonist came down, and her foremast immediately after. At this time, the Queen falling round off, the French crew came upon deck, and waved submission with their hats, having been driven from their stations with great slaughter.

At half an hour past noon, it was perceived that twelve of the French ships, the Mountain being the headmost, were standing towards the Queen. The drum beat to quarters: it was a trying hour; all the sails that she had to set were the fore-sail and fore-top-sail, both torn in pieces by shot; and the fore-yard having been cut in two in the slings, in the affair of the 29th of May, that now in use was a jury, being a main-top-sail yard, and a studding sail hoisted on the mizen-mast to keep her to the wind. In this state she met the French line. The Mountain passed without firing, perhaps from the slaughter on board; as did also her second astern; but when abreast of the third, the signal was made from the Mountain to engage, and nine ships opened their fire in succession, which was returned as vigorously as circumstances would permit. The Terrible, of 110 guns, with only her foremast standing, was the last ship in the line, towed by three frigates, two of which cast off and hauled to windward; no doubt, with the hope of giving the Queen a good drubbing (as the English fleet were lying to windward, spectators), and supposing that her guns were as much disabled as her masts; but as soon as they perceived the fire that she opened on their line, they up-helm and ran in great haste to leeward of the line-of-battle ships, without waiting to give or receive a shot.

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* See an engraving, Vol. I. p. 24.

When the firing had ceased, the situation of the French fleet was nearly as follows: ten two-decked ships totally dismasted, and which had struck, having English ensigns thrown over their sterns, to prevent their being fired into; among these, the Republicain, of 110 guns, with only her foremast standing: three two-decked ships in flight to windward, about six miles S.E. of the Republicain: twelve sail in line-of-battle, one of which was the Terrible, of 110, mentioned before as having only her foremast standing. After these had engaged the Queen, when they came abreast of the ship which struck to her, they hove-to, and were joined by the Republicain, when they towed off three of the dismasted ships that had struck.

In the English fleet, the Marlborough and Defence were totally dismasted; the foremast of the Royal George was gone; the Queen had lost her main-mast, mizen-top-mast, and mizen-yard; the Queen Charlotte* her top-masts; the Brunswick her mizen-mast, being nearly out of sight to leeward, running before the wind: the other damages were not material to sight. At 2h. 20m. the Pegasus took the Queen in tow: she had this day 14 men killed; and the second lieutenant (mortally) and 68 men wounded.

By lunar observations, the battle had been fought in the longitude of about 18° 30′ W. and latitude 47° 48′ N. On the 4th of June, divine service was performed by the chaplain, giving Glory to God for the victory.

When the fleet returned, with its prizes, to Spithead,† as Mr. Manderson had been immediately under the eye of the Admiral, he had reason to hope that he should have been included in the extensive promotion that took place; but in this he was disappointed; and having continued in the Queen till March, 1795, he determined to make an effort to quit the ship, and succeeded in getting on board of the Victory, with Lord Hood,‡ then on the eve, as was supposed, of sailing to the Mediterranean. But still the same cross fortune seemed to follow him; for Lord Hood, unexpectedly, struck his flag, and the Victory became a private ship. His Lordship, however, advised Mr. M. to stay where he was. The Victory afterwards sailed with the squadron under Rear-admiral Man, and joined the fleet commanded by Admiral (late Lord) Hotham, on the 27th of June, off the island of Minorca, but which soon proceeded to San Fiorenzo Bay to refit.

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* An engraving of her stern will be found in Vol. X. p. 1.

† See an engraving in Vol. I. p. 154.

‡ See a portrait and memoir of his Lordship, Vol. XI. p. 409.

The French fleet, having sailed from Toulon,* chased the squadron under Captain (afterwards Lord Viscount) Nelson,† from Vado Bay; and on the 7th of July appeared in sight of the English, then employed in wooding and watering. On this day, Mr. Manderson was appointed by Admiral Hotham junior lieutenant of the Captain. In the evening the fleet sailed for the coast of Italy, and early in the morning of the 13th fell in with the French. In the course of the day, a partial action took place, in which the Captain had a share, and the result of which is well known. Mr. M. continued in this ship until an exchange of captains took place in July, 1796; when he went into the Agamemnon, which was appointed to sail with the convoy for England, and was paid off at Chatham in the month of September.

In February, 1797, Mr. M. was appointed one of the lieutenants of the Robust, Captain (now Admiral) Thornborough; and he was in her during the continuance of that serious mutiny which so justly alarmed the country. He left her, however, in October, to command the Portland, at that time fitted as a prison-ship to receive captains, lieutenants, and surgeons, of French privateers; and here he had an opportunity of observing the various characters of the French Revolution; the Royalist in disguise, and the proud overbearing Republican. In such a mixture of diversified dispositions, strict regulation was necessary, to preserve tranquillity, and the comfort of individuals impatient of control and restraint. It was, of course, impossible to please all; but the grateful, on returning to their own country, manifested their sense of the indulgence exercised towards them, by acknowledging it in the periodical publications at that time printed in France, as well as to the late Lieutenant John Mackenzie, well known in the navy.

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* See a view and a chart of Toulon, in Vol. II. p. 401.

† Of whom see a portrait and memoir, in Vol. III. p. 167. See also Vol. XV. p. 40.

During the time that Mr. M. was on board the Portland, he prepared for publication a Chart of the Gulf of Florida, with Observations on the Current.*

In August, 1800, the Portland was paid off; and in the beginning of the following month Mr. M. was appointed to command the Chatham receiving ship, stationed in Falmouth † harbour. By his friend Mr. Budge, ‡ his particular attention was called to the situation of that port: as opportunities occurred, therefore, he examined its capaciousness, and contemplated the probable consequences of its adoption as a naval arsenal.

In May, 1802, the Chatham was paid off at Plymouth; § and in the autumn of that year Mr. Manderson repaired to London, with the intention of making some preparation, in conjunction with Mr. Budge, for writing a Naval History of the War. Hostilities recommencing, however, he quitted London in November, 1803, for the vicinity of Portsmouth; and in February, 1804, was appointed one of the lieutenants of the Royal William, bearing the flag of Admiral George Montagu. During the summer of this year, he published his Chart of the Gulf of Florida; comprising an examination into the cause of the stream continually running through it northward; with directions for its navigation. About the same time, a sketch of the harbour of Falmouth, with observations on its situation and capacity, was laid before government, through Mr. Budge, private secretary to Lord Melville, who was then at the head of the naval administration. ‖

The observations contained in the MS. excited the surprise of the Prime Minister, as well as of the First Lord of the Admiralty. The mere authority of the writer, perhaps, did not appear sufficient for them to act upon; but the matter was too obviously connected with the interests of the British Empire not to deserve the attention of a patriotic mind. Inquiry was, therefore, made among those officers who might be supposed to know something of the subject; but the misfortune for the country was, as it still continues to this day, that, although there were few who had knowledge enough of the port to be able to give a clear and impartial account, and perhaps fewer still who were so disposed; yet enow were to be found, who, influenced either by prejudice or interest, could censure and condemn, without being able to produce such well authenticated reasons as should have claimed from the government any serious consideration.

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* See an engraving in Vol. XI. p. 372.

† A view of Falmouth will be found in our Third Volume, p. 452.

‡ The acquaintance with Mr. Budge commenced in the Europa, in 1784, grew gradually into a strong friendship, and, as we understand, has subsisted ever since.

§ See a view of Plymouth, Vol. VI. p. 33.

‖ We should be glad to be favoured, by some kind Correspondent, with a copy of this sketch of Falmouth harbour.

Among those who really had knowledge of the subject were, Admiral Philip Patton (at that time one of the Lords of the Admiralty), and Commissioner Bowen; whose testimony corroborating the statements in the hands of government, it was determined to make the trial. Commissioner Bowen was, therefore, sent to the port for that purpose, and Mr. Manderson to assist in the necessary duty; to whom also the execution of the service was committed in the commissioner's absence.

As many eyes were directed to this project, and there was much unfounded prejudice to encounter, it became necessary to execute it in such a way as might abide the strictest scrutiny. Although six pairs of mooring-chains that were laid down in, and at the entrance of, St. Just Pool, were 100 fathom from centre to centre, being a greater distance than at any of the royal establishments; yet malevolence had represented to the Navy Board, that they were so placed, as not to leave room for ships to swing clear of each other. We have not documents in our possession to decide upon this difference of opinion.

Lord Melville intended to have promoted Mr. Manderson, as a reward for his services; but the spirit of party having obliged his Lordship to quit the Admiralty rather suddenly, he could only leave it as a request to his successor. It did not, however, take place till some time after; and it was then done, as we have heard, against much opposition; proceeding, doubtless, from those who were no friends to the service in which he was employed.—He was made commander Jan. 22, 1806.

Soon after his promotion, we find him superseded in the command of the Experiment; it being determined, during Lord Howick's administration, that she should be commanded by a lieutenant only; but, new lords, new laws: during Lord Mulgrave's naval administration, a commander was appointed, who, being promoted to Post on the Jubilee occasion, was still continued in the command; it not being deemed necessary, by Mr. Yorke, to supersede him for that reason.

Captain Manderson's removal from the Experiment, however, was not the only intimation that he received of the hostility of the new Admiralty board to the Port of Falmouth: he was shortly after dismissed altogether, by a curious mode of investigation, directed from the *Navy* Board to the naval officer, master attendant, and master shipwright. As Captain M. was serving under the authority of the *Admiralty* Board, it was conceived that the same authority alone could displace him; but as he may be supposed to have seen how fruitless must have been any attempt to contend against such a power, he retired from the service; continuing, however, to execute a *second survey of the Harbour*, in which he was at that time engaged.

The strong prejudices raised against the port of Falmouth never made any impression upon his mind, farther than in determining him, at some future time, to give it an opportunity of producing its reasons why it should be in any manner attended to; and this he effected in two publications: the first, a Letter addressed to the Prime Minister and the First Lord of the Admiralty, published in December, 1810; and the second, in Twelve Letters addressed to the late Right Hon. Spencer Perceval, published in May, 1812, only ten days before that minister's most lamentable assassination. If these publications have failed of convincing the government, they have certainly disclosed many important facts, in which the interests of the country appear deeply concerned; while they shew the futility of many of the arguments which have been adduced against a port so favourably situated for the operations of the British Marine connected with the Atlantic Ocean.

We are now about to conclude this article by observing, that Captain Manderson, having long conceived a mode to be practicable, for more effectually clearing, by destruction and capture, the English Channel of enemy's cruisers, than by any method at that time practised, submitted a plan to the consideration of Mr.

Yorke (then at the head of the Admiralty), which he thought (and our readers shall have an opportunity of judging how justly he thought) would bear to be examined. It was, simply, to arrange a number of cruisers in lines of connection, which would command a certain space, according to their numbers. There could, it was presumed, be no difficulty in the execution, to any one who understood the import of a signal, and what angle one point of the compass makes with another. It has, indeed, been sometimes lamentably perceptible, in the manœuvring of fleets at sea, how much the study of naval tactics has been neglected; but the arrangements necessary in this case were not liable to so many intricacies as the evolutions of fleets. The following plan, we transcribe, as explained by writing and delineation :—

" The havoc committed but too successfully by French privateers on the trade of the United Kingdom in the English Channel, and close to our own shores, notwithstanding the great superiority of the British navy, and the number of cruizers employed for the protection of trade, manifestly proves that there is some radical error in the distribution of these cruizers; and that to render their services and efforts more effectual, some system of operation is wanting, hitherto unthought of perhaps, and evidently unpractised.

" The system of detached cruizers has been long tried; but experience has proved the mode to be inadequate, in any considerable degree, to the capture and destruction of the enemy's privateers that infest different parts of the Channel, particularly to the westward of the Downs. It does not appear, that ever a system of combination and extension has been tried, which can command a certain space of sea, or coast, in which, all enemies, cruizers included, would have little chance of escaping.

" Notwithstanding the superior seamanship of the British navy, when compared, generally, with that of other nations, yet it must be allowed, there is some defect in the knowledge of combined evolution, arising, most assuredly, from the want of study and practice.

" Without farther remark, I shall proceed to shew, what would be the effects of the combination of a number of vessels employed in the Channel, in various ways, for the capture of the enemy's cruizers.

" Let it then be supposed, that 21 vessels were selected for this purpose—cutters, gun-brigs, and such others as could be spared; what arrangement, or arrangements, ought to be practised, to render their operations and services as effectual as possible?

" They shall first be considered as designed to come upon and enclose a certain portion of the English coast, so as every vessel within the area of their arrangement, should have little, or no chance of escaping. Let it be farther supposed, that the wind is either westward or eastward, to enable privateers to sail across the Channel both ways, which is the most favourable time for their operations, the arrangement should begin to form off the windward part of the coast designed to be enclosed. If the wind were at west, and 21 vessels sailed from Spithead with the design of enclosing a portion of the coast eastward, any where between Selsey Bill and the South Foreland, they ought to sail so far into the offing, so as not to give alarm to any of the enemy's cruizers that might be near the shore; and when at a proper distance, 9 or 10 miles, so many vessels ought to keep that position, as would be wanted to complete a line to within two or three miles of the shore; the remainder to execute the proposed arrangement as fast as possible.

"The most favourable disposition of the squadron to effect the end in view, may probably be a centre and two wings, formed in straight lines; the wing vessels to be three miles from each other, and the centre four, for reasons which will hereafter appear. It has been observed, that as soon as the squadron arrived off that part of the coast, on which the western line was to form, and being 6 or 9 miles distant from the shore, one or two vessels ought to keep that position designed to extend it to within two or three miles of the coast, as should be judged prudent. This line should be formed N.W. b. N. and S.E. b. S. to consist of 7 vessels, at three miles distance from each other; the centre to form on its outward extremity E. b. S. to consist of 7 vessels, at four miles distance from each other; and the starboard, or eastern wing, being the same number as the western or larboard wing, to form N.E. b. E. on the east end of the centre: the vessel, or vessels, directed to keep their position on the western wing, and designed to complete it, to do this after a reasonable time.

"When this arrangement was completed, the position of the squadron would be according to the figure No. 1; the centre extending 24 miles, each wing 21 miles, and the extent of coast enclosed, on the approach of each van of the wings to the shore, would be 57 miles, or 19 leagues; and the area of sea included between the three lines and the land would be 738 square miles; at which time the centre would be 5 leagues from the line of coast, if the vans of the wings were about three miles from the shore; and an enemy, or enemies, enclosed, might at first feel very little alarm at his situation, from the great distance of the wings.

"The enclosing of the coast being effected, the next object would be, the securing the area of sea so enclosed. As the centre would be every moment drawing nearer to the shore, the wings would be shortened, and the vessels composing them come closer to each other. The proper manœuvre of the van of starboard, or leeward wing, would be to heave to; that of the centre to steer parallel to the line of the eastern wing, or N.E. b. E.; and the larboard, or weather wing, to steer on the same point of the compass; one, two, and three, if necessary, making all sail along the shore to drive out any vessels that might be near it. After the centre had run 15 miles on the last course, the position of the fleet would then be, 5, 8, 19, 21, as in figure No. 2. 1, 2, and 3, being advanced in shore; and as Nos 4, 14, 15, 16, 17, and 18, would be thrown out of the order, the centre vessels ought to close to the westward, to make room for some of those thrown out to form into their line, by which it would become more compact; and if 18 took the place of 19, the latter and 20 could close on 21, to prevent any enemies, as *n*, *m*, and *o*, standing any chance of escaping through the van of the lee wing or centre.

"It will be evident to every impartial observer, that by such a disposition of the number of vessels proposed, any enemies enclosed in the area of sea between the three lines and the land, would be captured almost to a certainty.

"If the wind were more southerly than west, the same evolution could be performed, unless it were so far to the southward, and blew so strong, as to render a near approach to the coast dangerous; in which case it would also be dangerous for an enemy, who would have to choose between running close in with a lee and hostile shore, or attempting to break through one of the lines.

"If the wind were easterly, and the squadron had sailed from the Downs, the starboard, or eastern wing, would then have to perform the movement supposed to be done by the larboard wing, or division, with a westerly wind, and the latter that of the former.

"If the wind blew off shore, it would not be advisable for those vessels that are to form the advance of the wings, to run farther off the shore than absolutely necessary, whether the fleet came from the eastward or westward. If it came from the eastward, and the wind were at N. or N.N.E. and the fleet at *A* in figure No. 4, those that were to form the outer part of the starboard, or eastern wing, could easily assume their stations; but if those designed to form the western wing run so far to leeward as the outer part of the eastern, with the wind at N. they would have to ply again to windward to get into their stations; therefore, they should sail from *A* W. b. N. by compass,* until arriving at *B*.

"As the distance between the vans of the wings, according to the proposed plan, would be 56 miles; the extension of the centre 24; the difference 32 divided by 7 will give 4½ miles, and $\frac{1}{14}$ of a mile, for the difference of distance between every two opposite ships in the wings, and those next to them; subtracted successively from the van towards the centre; and added to the extension of the centre to obtain the distance between 7 and 15; and to that again to obtain the distance between 8 and 16; and so likewise of every successive distance. Now as it is supposed to be the second line from the van, leaving out the fractional part, two distances will give 9 miles, which subtracted from 56, the distance between the vans, will leave 47 miles, the distance No. 3 must run W. b. N. to get into her station; 2 and 1 forming N.W. b. N. from her, 4, 5, 6, 7, and 8 S.E. b. S. at the appointed distance. At any time judged convenient, 20 and 21 could form N.E. b. E. from *A*, or 19.

"To perform the same service, the fleet could be formed into the segment of a circle, at three miles distance, the radius of which circle would be 37 miles, and the depth of the segment 12, as in figure No. 5.

"As it cannot be supposed, that such a disposition as a perfect segment could be attained, to form from either wing, the following arrangement would bring the fleet, in some manner, into the proposed order, the two vans supposed to bear east and west of each other.

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* In this case it is supposed the centre is formed E. b. S. and W. b. N.

To form from the eastern or starboard van.	*To form from the western, or larboard van.*
20 and 19 S.W. from 21.	2 and 3 S.E. of 1.
18 and 17 S W. ¾ W. from 19.	4 and 5 S.E. ¾ of 3.
16 and 15 S.W. b. W. ¾ W. from 17.	6 and 7 S.E. b. E. ¾ E. of 5.
14 and 13 W.S.W. ¾ W. from 15.	8 and 9 E.S.E. ¾ E. of 7.
12 from 13, W. ½ S.	10 from 9, E. ½ S.
11 from 12, west.	11 from 10, E.
10 from 11 W. ½ N.	12 from 11, E. ½ N.
9 and 8 from 10, W.N.W. ¾ W.	13 and 14 from 12, E.N.E. ¾ E.
7 and 6 from 8, N.W. b. W. ¾ W.	15 and 16 from 14, N.E. b. E. ¾ E.
5 and 4 from 6, N.W. ¾ W.	17 and 18 from 16, N.E. ¾ E.
3, 2, and 1, N.W. from 4.	19, 20, and 21, from 18, N.E.

" To form from the centre in this order, as 11 would be the centre, those from 11 to 21 would take their stations as mentioned, to the north eastward; those from 11 to 1, north westward, as pointed out. If judged necessary to make the curve more perfect, where two numbers are mentioned as taking the same bearing from a third, the middle number could place herself a little without the line of bearing.

" Thus it has been shewn, how an extent of 20 leagues of coast may be suddenly enclosed by 21 vessels of war of any description; either by three lines, forming a centre of 7 vessels, at 4 miles distance from each other; and two wings, of 7 vessels each, at 3 miles distance from each other; or by forming into the segment of a circle, the depth of which shall be 12 miles.

" The first arrangement appears preferable, because it is less intricate; but more especially because it encloses a greater area of sea, and the centre being farther from the coast, would not immediately alarm any enemy's cruizers that might be within it.

" By such a disposition, or arrangement, the coast in the Channel might be enclosed from the South Foreland to two leagues west of Beachy Head; or from two or four leagues west of the South Foreland, to four or six leagues west of Beachy Head. From Beachy Head to St. Catherine's Point, on the Isle of Wight; from St. Catherine's Point to four leagues west of the Bill of Portland; from the Bill of Portland to the Bolt Head; from the Rame Head to the Lizard.

" The advantages such a system of combination would have over many detached cruizers, must be evident, and therefore needs no arguments to support its claims to attention; as a view of the arrangement must be convincing of the beneficial effects that might be expected to follow the practice against the swarms of privateers in the English Channel.

" The combination might form on the French coast as well as the English; extending its two wings towards the latter, and sailing on in that direction, when the wind permitted, by which every vessel within the two vans would be enclosed. The centre could be formed across the Channel, and sail either eastward or westward, according to the state of the winds, and on any cruizer, or cruizers, being perceived within the wings, their vans could be directed by signal to shape such a course towards each other, as might be judged necessary to prevent them escaping.*

"I shall now proceed to shew, how the coast might be swept, if the expression be allowable, to any extent, during a wind that would allow the vessels to sail along the shore, either eastward or westward. This certainly would be a most desirable object.

"Let it then be supposed, that 21 vessels sailed from Spithead, Plymouth, or *Falmouth*, to sweep the English coast eastward; perhaps, the best arrangement would be, in some manner, according to that in figure No. 5. 1 and 2 take their stations in shore; and supposing the direction of the coast to be E. b. N. 3, 4. 5, 6, and 7, form 6 points from it, or S.E. b. S. S. b. E. by compass; then the next numbers to 18 form parallel to the coast, E. b. S. by compass; and 19, 20, and 21, form 4 points within this line, that is, N.E. b. E. all at three miles distance from each other; then will the line parallel to the coast be 16 miles off, and the van ship, or vessel, about 9. This may, perhaps, be supposed a sufficient distance not to alarm any cruizers that may be in shore. The line of coast, Nos. 3 and 21, would be about 15 leagues. Any cruizers that might be near the coast would be forced out by 1 and 2. Upon their being perceived, and attempting to escape along the shore, the same ought to be immediately communicated to the van, by flags and guns, when clear, the latter to draw immediate attention, and by guns alone when hazy; the leading ship to alter her course from E. b.S. to N.E. or N.N.E. as circumstances might require, each successive number following, and keeping the former distance, until 21 came as near the shore as might be judged prudent, when all the vessels in the van ought to heave to, and wait for the rear closing on the enemy or enemies within the lines, by which time, probably 18, 17, and 16 might be drawn into the N.E. b. E. line. But upon the signal being made for an enemy in shore, perhaps the best manœuvre would be for the line parallel to the coast, to sail direct towards it, as it would draw all the fleet closer together, by the rear continually shortening this line, and this the van after 21 hove-to; and this would give the whole an opportunity of drawing closer together, to prevent any escape.

"If it were judged better to have the line parallel to the coast at a greater distance from it, the rear line could form at 4 miles distance, which would take the parallel to 6 leagues distance."

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* We have been informed, that Captain Manderson, some years since, had made considerable progress in detailing a similar mode of cruizing in any part of a sea or ocean frequented by enemies' cruisers. If our information be correct, we should be thankful to Captain M. for such communication on that subject as it may be agreeable to him to make. We have also heard, that he lately submitted to Lord Melville a plan for the more effectually carrying on war with America.

Fig. 1.

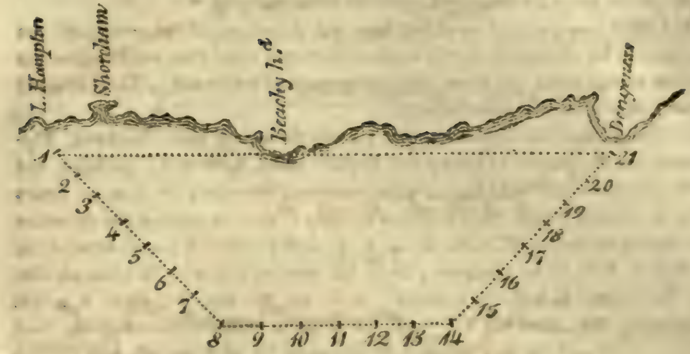


Fig. 2.

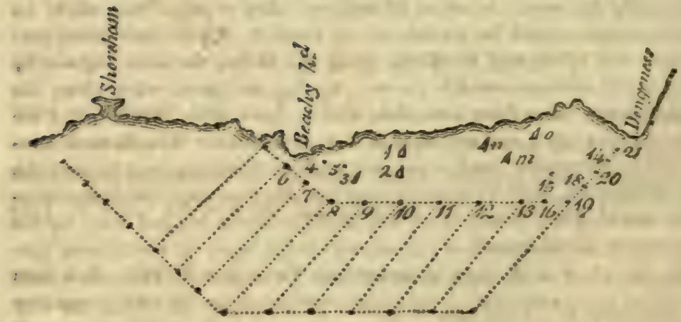


Fig. 3.

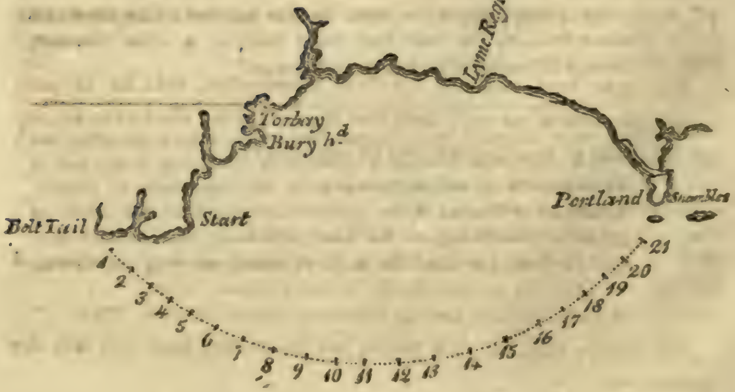


FIG. 4.

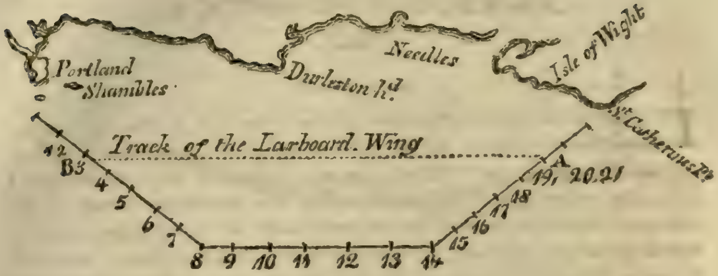
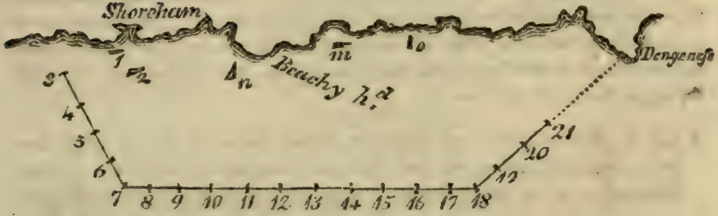


FIG. 5.



Although the Board of Admiralty does not appear to have honoured these patriotic suggestions of Captain Manderson with its sanction, we consider them entitled, by something more than their good intention, to be recorded in a work like "THE NAVAL CHRONICLE."

Captain M. was first married, in December, 1796, to a lady of the name of Muirhead, a native of Portsea, and had the misfortune to be left a widower on the 6th of January, 1798, with an infant daughter, who survived its mother but three months. He married, secondly, in 1806, a Miss Curgenven, of St. Michael's Penkevel, in Cornwall, by whom he has had two daughters and one son.

We have been told of Captain Manderson, that he is possessed of poetical talents; and that the following works are among his effusions in that department of literature:

The Hurricane, published in 1785.
The Signs of Fame, 1787.
Address to the King, on his Navy, 1791.
On the Loss that the British Navy sustained in the autumn of 1782, by tempests in the Atlantic Ocean; and,
A Poem on Lord Howe's Victory of the 1st of June, 1794.

We believe that the two poems last mentioned have not met the public eye.

NAUTICAL ANECDOTES, &c.

SLAVE TRADE.

IT is due to the gallant officers who have from time to time been on the Slave Trading station, on the coast of Africa, to state, that they have exerted themselves most zealously and meritoriously in their endeavours to put a stop to the traffic. But a conception can scarcely be formed of the extent to which the evil was carried, even under all the discouragements to which it was exposed from the vigilance of the British cruisers. We shall, however, subjoin a document, shewing the number of slaves taken from vessels which had been seized and condemned within a very short period. This list, of course, does not include any of the wretched beings with whom the more successful adventurers had contrived to escape. But it will afford a criterion by which to judge of the extent of the trade that is still carried on, as well as of the successful exertions of the British cruizers. The following is the document :—

A List of Men, Women, and Children, Slaves, taken in Vessels which have been condemned within the last Fourteen Months, in the Court of Vice-Admiralty, by the Hon. Robert Thorpe, Chief Justice of Sierra Leone.*

VESSELS CONDEMNED.	SLAVES.			
	Men.	*Women.*	*Boys.*	*Girls.*
Brig Havannah..................	53	16	18	11
Ship Urbano	32	17	10	Children.
Schooner Paquette Vollante	25	6	7	ditto.
Brig Calypso	2	5	6	ditto.
Ditto Venus..................	12	5	4	ditto.
Schooner Princess da Beira	32	6	14	5
Ditto Pepe	37	25	7	4
Brig Dezenganas	17	5	1	0
Schooner Flor de Porto..........	80	22	7	3
Brig Destino	17	5	1	0
Ditto St. Joan	10	0	0	0
Ditto Lindeza	90	43	7	3
Ditto Felix Americano	22	7	3	3
Ship Maria Primero	288	66	34	15
Brig Prizares	134	36	27	7
Sloop Vigilant	22	12	9	10
Brig San Miguel Triumphante	34	33	44	25
Schooner Dolphin	0	0	1	0

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* During the last two years, this gentleman has had the gratification of releasing 7,000 slaves, and restraining the trade of slave-carrying, by adjudicating 44 vessels. The Portuguese is the only government upon which the stigma of this inhuman traffic now rests; the trade being, at length, entirely confined to their ports on the coast.

VESSELS.	SLAVES.				
CONDEMNED.	*Men.*	*Women.*	*Boys.*	*Children.*	
Ditto Hope	8	13	0	3	
Brig Carlota	24	14	25	15	
	939	335	225	104	
Total, Slaves,					1603

Vessels with Slaves condemned since September last.

VESSELS.	*Men.*	*Women.*	*Boys.*	*Girls.*	
Schooner Orozonte	3	0	8	0	
Brig Flor America	236	39	74	14	
Ship Andorintia	92	37	85	56	
Sloop Nueva Constitution	28	6	39	8	
Condemned, on motion to Colonel Maxwell, and Major Chesholm	38	7	26	Children.	
Condemned on motion	51	6	2	3	
	448	95	234	81	
Grand Total, Slaves,					2461

But it is not the continuance of the trade in Slaves that constitutes the whole of the misery of the poor Africans. Even in the heart of the colony of Sierra Leone, which costs this country so large a sum annually, there exists an enormous amount of misery. The wretchedness that pervades the unfortunate settlers is truly afflicting. It is grievous to find all the speculations of comfort and happiness, under which they were originally transplanted to this spot, so lamentably disappointed.

Such are the sufferings of the poor inhabitants of Sierra Leone, that Mr. Thorpe, with his usual benevolence, originated the following plan, which was immediately adopted for their relief:—

" At a Meeting of the Society for the Relief of the Poor of the Colony, held in the Sessions-House, Oct. 29, 1812.

" The Honourable Chief Justice Thorpe, in the Chair.

" Rev. G. R. Nylander reported, That the Funds of the Society amounted to 72*l.* 14*s* 6*d.* and that twenty-seven persons were relieved in the last month; he likewise stated, that many of the aged and destitute are without shelter or attendance; that women pregnant and deserted are without an asylum, or support, which has caused abortions and death; that lunatics, idiots, deaf, dumb, blind, and many persons deprived of the use of limbs, &c. by the sudden visitation of Providence, have no cover from the severity of the climate, or receptacle from the public street.

" Resolved, 1st.—That it is the bounden duty of those whom the Almighty has placed out of the reach of present indigence, blessed with natural faculties, and unassailed with calamitous visitation, to administer (as far as their means will allow), to the melioration of such natural and supernatural afflictions; therefore,

" Resolved, 2d.—That a house shall be built for the reception of all such persons as come within the above description, claiming the Society's protection.

" Resolved, 3d.—That a Committee be appointed to collect voluntary subscriptions for erecting an adequate asylum, for providing it with necessary furniture, and also for increasing the annual donations to support the establishment, and to relieve the outstanding pensioners.

[Here follow several other Resolutions for carrying the above into effect.]

FINANCES AND COMMERCE OF GREAT BRITAIN.

THE annual statement, laid before Parliament, of the finances and commerce of the country, has been printed ; and from it we have made the following extracts, relative to the revenue and expenditure, the imports and exports, of the year ending the 5th of January, 1813 :—

The revenue of that year, including the Loan, amounted to 95,712,695*l.* The gross receipt of the income tax, within the same period, was 13,131,548*l.*

The total expenditure, during the year ending the 5th of January, 1813, was 104,398,248*l.*

The public debt, during the same period, cost the country 36,607,128*l.* ; of which the sum of 13,482,510*l.* passed into the hands of the Commissioners for the reduction of the national debt.

The following is a comparative view of the imports of the country for three years, ending the 5th of January in each year :—

1811	IMPORTS.	36,427,722*l.*
1812	ditto	24,520,329*l.*
1813	ditto	22,994,843*l.*

The imports from India are not included in any of the three sums given above. They amounted, in the year ending the 5th of January, 1812, to 4,106,251*l.*

The following comparative view of the import of corn seems to afford a satisfactory proof that we are becoming less dependent on foreign countries for that necessary article :—

1811	IMPORT OF CORN.	2,701,240*l.*
1812	ditto.	465,995*l.*
1813	ditto.	378,872*l.*

The following is a comparative view of the imports of coffee, cotton, and sugar, for three years, ending the 5th of January in each year :—

COFFEE.	
1811	5,312,795*l.*
1812	3,646,814*l.*
1813	2,573,614*l.*

COTTON.	
1811	3,882,423*l.*
1812	2,990,821*l.*
1813	2,166,412*l.*

SUGAR.

1811	6,499,044*l.*
1812	5,324,409*l.*
1813	5,033,396*l.*

The imports of this country from Ireland, it appears, are regularly on the increase:—

In 1811	3,280,747*l.*
1812	3,318,879*l.*
1813	3,551,269*l.*

But if the imports of Great Britain fell off during the last year, it appears that the exports have materially improved. The following is a comparative view of our exports for three years, ending the 5th of January in each year:—

1811	EXPORTS.	34,923,575*l.*
1812	ditto.	24,131,734*l.*
1813	ditto.	31,243,362*l.*

The real value of British produce and manufactures exported, as estimated at the Custom-house, is 43,657,864*l.*

Besides which, the amount of foreign merchandise exported, is given as follows:—

1811	10,946,284*l.*
1812	8,277,937*l.*
1813	11,998,179*l.*

The following is a comparative view of the principal articles of which these exports consist:—

COTTON GOODS.

1811	18,033,794*l.*
1812	11,715,501*l.*
1813	15,972,826*l.*

WOOLLENS.

1811	5,773,719*l.*
1812	4,376,497*l.*
1813	5,084,991*l.*

COFFEE.

1811	1,455,427*l.*
1812	1,418,034*l.*
1813	4,382,730*l.*

SUGAR.

1811	1,471,697*l.*
1812	1,215,119*l.*
1813	1,570,277*l.*

The following is a comparative view of the shipping and navigation of Great Britain and her dependencies, for three years, ending 30th of September in each year:—

1810	NUMBER OF SHIPS.	23,703
1811	ditto.	24,106
1812	ditto.	24,107

Which, in the last-mentioned year, were navigated by 165,030 seamen,

FIRST INTERCOURSE WITH RUSSIA.

About three hundred years ago, Russia had communication with no other seas than the White Sea and the Frozen Ocean, at that time unfrequented, and indeed perfectly unknown to any other nation. In the last year of the reign of Edward VI. a company of English merchants, called the Merchant Adventurers, for the discovery of Lands, &c. fitted out three ships, the first of 120 tons, the second 160, and the other of 90 tons. These ships left Deptford May 11, 1553; but the second, commanded by Captain Richard Chancellor, being separated from the other on the Norway coast, by storm, steered for the agreed-on rendezvous, Ward-house. After waiting seven days for the other two ships, the captain steered for St. Nicholas Bay, Archangel. The Russian Emperor, being told of the arrival of the English, sent sledges for their conveyance to Moscow, where they were treated with a grand entertainment; after which, having previously shewn their letter of recommendation, addressed "To all Kings, Princes, Rulers, Judges, and Governors of the Earth, dated in the month of May, in the year of the Creation 5515, the Emperor sent one in return to Edward VI. expressing a desire that his Britannic Majesty's subjects should resort to and trade with Russia, and that his Majesty do send a minister to reside at Moscow; which letter was dated at Moscow, the second month of February, in the year of the world, according to Russian calculation, 7060. This letter was written in Russian, with a translation in High Dutch.

Captain Chancellor returned to England in 1554, when he found Edward VI. dead, and Mary and Philip on the throne. The following year the Company despatched Captain Chancellor, Mr. G. Killingworth, and Mr. R. Gray, on a second voyage to Russia; they carried letters of thanks for former treatment from Philip and Mary to the Emperor Basilowitz, who received them as cordially as before; and at a grand dinner given by the Emperor, he had the British Missionaries called up to him, presented each of them a cup of drink from his own hand, and taking hold of Mr. Killingsworth's beard, which was five feet two inches in length, and of a yellowish colour, he put it into the Patriarch's hand, who sat on his right hand, and who admired it as a particular blessing—such was the veneration the Russians then had for beards.

On the arrival of Captain Chancellor the second time at Archangel, he learnt that the two missing ships were found in a creek near Kagor, coast of Lapland; but that the crew, of seventy persons, had been frozen to death. Great part of the merchandise, effects, and the ships, were saved. From the ships' journals it appeared they had sent parties on shore to search for inhabitants, but found none.

FISHERY.

Lord Somerville has nearly completed his arrangements for the establishment of a fishery: Milford Haven is to be the principal station for vessels. They are to fish on the coasts of Devon, South Wales, the south of Ireland, and the Nymph Bank; and the fish are to be brought alive to

Kingroad, where they are to be put on board flat vessels, adapted for navigating the shoals of the Severn, and despatched at once to Gloucester and Worcester; also to Bristol, where a person has, under the sanction of the Corporation, contracted to take two tons per week of the prime trawl-fish, namely, turbot, soles, and brill, besides shell-fish, and an adequate proportion of lower priced fish.

ADMIRAL HALLOWELL.

THE public already know that Admiral Hallowell differed in judgment from General Murray on the propriety of hastening the re-embarkation of the troops at Tarragona. Some letters state, that on this occasion words were very high, and that General Murray was not the only person upbraided. A challenge from the other person alluded to is said to have followed.—"Wait (replied the Admiral); you have got an account to settle at home, before I can meet you: when you shall have arranged that in such a manner as to stand on a level with a man of honour, I'll fight you if you please, but not till then."

LONDON BRIDGE.

MR. NELSON, who, with his son, and a waterman, was drowned lately at London Bridge, was master shipwright, of Deptford Dock-yard, and brother to the secretary of the Navy Board. He was a most respectable and valuable man. The other waterman, we are sorry to learn, is since dead. Surely government will not suffer any longer a structure to remain, constantly occasioning such dreadful accidents, and which is so ruinous to the navigation of the river, as proved by the concurring opinions of the most eminent scientific characters of the age; among whom it may be sufficient to mention Smeaton, Dr. Charles Hutton, Milne, Rennie, Telford, R. Walker, and Revely.—Opinions of greater weight, or more decidedly advising the removal or alteration of the bridge, cannot be given; unless we add the unanimous opinion of the Committee of the House of Commons, before whom such evidence was produced, and reported in 1799 and 1800.

PROTECTIONS FROM THE IMPRESS.

A VERDICT, damages 1,000*l.* was lately given upon the execution of a writ of inquiry, before the Sheriffs of London, and a Jury of Merchants, against Kenneth Mackenzie, Esq. captain of his Majesty's frigate Venus, for impressing fourteen men from the Hawke letter of marque privateer, John Phillips, commander, who were regularly protected by an Admiralty protection; by which means the Hawke was unable to go to sea for eighty-five days, to the great injury of her owner. The conduct of Captain Mackenzie in impressing the men was very properly discountenanced by the Lords of the Admiralty, who ordered such of the impressed men as had not afterwards volunteered to be discharged, and left the captain to defend himself at his own expense.

The commander-in-chief has directed by a general order, that no person bound to the sea service under any indentures, nor any person furnished with an *Admiralty protection*, shall for the future be enlisted into his Majesty's regular forces.

NAVAL EXPERIMENTS.

On the 21st July, Captain G. W. Manby made some interesting experiments on the fortifications of Portsmouth, in the presence of Vice-admiral Sir Richard Bickerton, commander-in-chief at that port, Admiral Patten, Generals Fisher, Houston, and Elliott, the Hon. Commissioner Grey, and a great number of naval and military officers of all ranks, as well as some of the principal inhabitants. Captain Manby stated his experiments to have proceeded from attention he had paid to the accounts of actions which have been fought with American ships; in which the effect of their fire was more destructive than usual on such occasions. His suggestions had for their object the prevention of future losses, by an easy and practical method of doing the greatest possible damage to the enemy's ships in the shortest space of time, as the issue of a contest so much depends upon the destruction caused in the onset; and when that system of destruction is continued, a presumption may reasonably be entertained, that the conflict must be of short duration, particularly when applied by British seamen. It is unnecessary, and indeed impolitic (for the benefit of our enemies), to state the methods produced. Several expedients were adopted for the purpose; and the third and fourth manner succeeded to the fullest expectation, evincing the celerity with which the service could be performed, and the unheard-of destruction that will attend its practice. The discharging of guns on board of ship, without the application of fire, was put to every test that could be suggested to prove its security, and which appeared to promote greater facility, safety, and certainty than either the lock or match. Captain M. asserts, that by a few experiments he will devise the means, whereby a ship, within pistol or musket-shot, may be *rent asunder*, as it may be expressed, in a very short space of time, and which could at once be introduced into the naval or military service.

The experiments on destruction having closed, Captain Manby earnestly called the attention of the spectators to the means of preserving his fellow-creatures: first by exhibiting an easy method of communication with a vessel standing on a lee-shore, by making it capable of being easily carried into effect by one person, on a coast thinly inhabited, or perhaps where there might be only one residing on a dangerous island. Ten pounds will supply the sum necessary for this equipment in every essential. Second, making any boat *unimmergible*, and giving to it the properties of a life-boat, at the expense of a few shillings, calculated for shore-boats, or boats used at sea; and in conclusion, a life-rope for saving persons who may fall overboard, which can be fitted up at the small cost of one shilling, or eighteen-pence. From the simplicity of those productions, Captain Manby hoped that a universal adoption would take place to preserve the lives of men in the service of the navy, on the importance of whose existence and exertions so much depends, to the welfare of the British Empire. He would recommend that no vessel and no parish on the coast should be without those means; for surely no act can be like that of saving an imploring fellow-creature from the jaws of premature death, particularly when the means come so completely within the power and capacity of any class of life. On those experiments, Sir R. Bickerton, the Hon. Commissioner Grey, the Generals, and indeed most persons present, conferred their direct and pointed approbation.

Three Congreve's rockets, very powerful in effect, were also on the same day set off, under the direction of the ordnance department. It is scarcely possible to describe the effect those awful engines of destruction produce on the mind. Two of them were pointed at about 50 degrees elevation, and one about 35 degrees, they ranged about one mile and a quarter. In some of those rockets there is a small bomb, the explosion of which among infantry or cavalry must be productive of great destruction. They are cased with iron, of considerable thickness, and incline into a point. Their impetus must be equal to that of a six or eight-pounder, ordinary charge. In setting fire to those rockets a match is dispensed with, as they receive combustion by means of a spring, to which a cord can be affixed of any length, so that danger can very rarely occur to the operators.

ENGLISH PRISONERS IN FRANCE.

A YOUNG man, who made his escape from a French prison a short time since, states, that he was captured in a brig coming from Halifax, by L'Espion, a French privateer, and carried into Brest, from whence he was marched with sixty companions to a *dépôt* about thirty miles from Dunkirk. Their prison was the subterranean vaults or cells of an old *chateau*, which, previous to the Revolution, was the residence of one of the French Noblesse. The upper part was formed into barracks for about 200 soldiers, and the whole surrounded by a high wall. A small portion of straw was given to each of the prisoners for his bed; and those who had not money to purchase provisions, were supplied twice a week with a scanty allowance of miserable soup and black bread. Those who could not pay for washing were suffered to remain covered with vermin until their linen became no longer bearable; they then burnt it, and went without. Many remained in the most wretched state; their miseries were at the same time increased, by observing the prisoners of war belonging to other nations treated with more indulgence. The hatred of the Ruler of France to the British was shewn on every occasion, and the least irregularity was sure to meet with severity rarely exercised to other foreign prisoners of war. The person who communicated these observations, weary of the horrors of his situation, resolved on and happily effected his escape. When taken by the privateer, he was deprived of all his property, except several gold and silver coins, and a few maps which he contrived to secrete about his person. Having given a woman who washed for him a large bribe, she brought him a cord concealed in a clean shirt. He then put his design into execution. There was a strong iron bar across the window of his cell, which he wrenched out of the stone work, and with great caution he got to the outer wall of the prison, unperceived by the sentry, whom he knocked down at one blow with the bar. While the man lay on the ground stunned, he fastened his cord to the bar, and climbing to the top of the wall, let himself down. He had hardly dropped without the prison, before the man recovered, and discharged his piece. The prisoner, however, ran towards the main road, and at day-break concealed himself in a wood, where he saw at least forty gens d'armes going in pursuit of him. He had the good fortune not to be discovered, and, by the aid of a map, traced his way towards Dunkirk. During the day he slept in the woods, and walked only at night. On one occasion hunger forced him to appear before several peasants, who compassionated his case. They knew him to be a prisoner endeavouring to escape, but did not stop him; on the contrary, they relieved his wants, appeared to sympathise in his misfortunes, and pointed out the route he might take to avoid the soldiers. One of them in particular shook him by the hand at parting, and exclaimed, "*Adieu, mon ami, Dieu vous garde.*" The truth is, the people generally detest Buonaparte, and fear only prevents many from openly declaring their hatred. All the time he was in prison, he was accustomed to hear murmuring, and repeated terms of disrespect uttered against the French government. After a long and painful journey, he reached Dunkirk, and immediately made the following appeal to the captain of a smuggling cutter:—"I am an Englishman—your countryman, and a prisoner of war. I am endeavouring to escape to England, and throw myself on you for protection and assistance."—The captain, who had all the generous feeling of a British Tar, could not resist the claim—he concealed him on board the cutter till he sailed with a cargo of gin; and two days after landed him in safety between Dover Beach and the South Foreland.

PLAGUE AT MALTA.

EXTRACT of a letter from Malta, addressed to a gentleman of Bristol, by his son, dated June 17:—

"I am sure you must be extremely anxious to hear from us; and happily so, when you are informed that we are all well under the awful situation which Providence hath been pleased to send as a scourge to this wicked place. I will give you an idea of what we are and have been exposed to. At the commencement of this malady, only four persons died daily; the number continued increasing up to forty-one; but yesterday, I am happy to say, only nineteen were reported to have died, and about thirty-six new cases. We are all shut up in our houses, and what provisions we receive are passed through water or vinegar, as may be required. The city is divided into eight districts, and the streets leading from one district to the other are railed up, and guarded by centinels, so that you cannot pass without a permit. All commercial intercourse is at a stand. We live outside the city gates, about a mile distant, and about 200 yards from the end of the quarantine harbour, where they bring the dead in boats, and land them, then throw them into a cart, and take them into a field about 300 yards from our windows, where they are dragged out again with a long pike, and tumbled into a grave (a hole dug for that purpose), and upon every third body four baskets of lime are thrown. I cannot give you a description equal to this horrid spectacle; to witness human bodies dragged and mangled, and the very wretches employed on this service laughing, fighting, and blaspheming, while in the act of taking their countrymen to a place where they must soon follow, fills the mind with something more than the horrible: if I had not seen, I could not have believed it."

NAVAL CHARITABLE SOCIETY.

It appears by the Report of the Secretary of the Naval Charitable Society, that at the last Quarterly Meeting, held at the Thatched House, St. James's-street, forty-one petitions were presented to the Committee, four of which were rejected. These rejections proceeded from two causes, first, the weakness of the claims; secondly, the inadequacy of the funds of the Charity to meet so heavy a demand. But putting all these, and all similar weak claims out of the question, it is now but too evident, that the cases of real misery and distress, which are incessantly pouring in upon this excellent charity, are far more numerous than its funds can relieve. It is under this conviction, that the writer of this plain statement, ventures to solicit a generous public to take the above circumstances into its serious and mature consideration.

The following Resolutions of the Committee apply, with one exception only, to the Officers of his Majesty's Navy.

Amongst other Resolutions, the following were proposed, and agreed to unanimously :—

"Although there is little probability of the widows or relatives of flag-officers seeking relief from this Charity, yet, as an example to officers of inferior rank,

"Resolved—That the Secretary be directed to forward to all Flag-Officers, Non-subscribers, a copy of the general state of the Naval Charitable Society, trusting that, on due consideration of its contents, they will be induced to become Members of this Society.

"Resolved—That the Secretary be directed to write to all the Commanders-in-chief, requesting them to recommend to their Secretaries to exert themselves to promote the interests of this Society.

"Resolved—That the Secretary be directed to transmit copies of the general state of the Society, to such Noblemen, Ladies, and Gentlemen, who have already subscribed; and also to such as shall be considered as likely, from their known liberality, to give their willing support to this Charity, either by donation or subscription."

To prove the efficacy of the third Resolution, it ought to be made known to the public, and to all commanders-in-chief in particular, that by the unremitting exertions of Edward Hawke Locher, Esq. Secretary to Vice-admiral Sir E. Pellew, there is at this moment scarcely a naval officer in the Mediterranean, from the chief to the junior lieutenant in the fleet, who is not a subscriber to the Naval Charitable Society. Similar exertions would necessarily produce similar effects in all other fleets and squadrons.

In justice to John Kent, Esq. of the Naval Hospital, Plymouth, it is no less proper to make known to the public, that this gentleman sends regularly to the Secretary of the Society, previous to every quarterly meeting, a list of new subscribers raised by his own personal exertions; and that these amount to, on the average, from thirty to forty in number. Indeed his exertions in favour of this Society have long been unparalleled.

The liberality of many of the captains has been in the greatest degree meritorious; numbers of them having not only subscribed double their modus, but having made frequent donations of from two to ten guineas. In fact, if any thing can meet the increasing demands that are daily making upon this Charity, it will be the guinea subscriptions becoming general.

That the funds of the Society are increasing is obvious; that they are duly administered no one will doubt, when it is known that Admiral Sir John Colpoys, Sir J. T. Duckworth, and Lieutenant-governor Browell, of Greenwich Hospital, are the auditors of its accounts. It is then owing to the increasing demands on this Charity, and not to the decrease of subscribers, that it requires additional support.

INEBRIETY.

THE unfortunate Cook of the Captain, who lost his life in the late dreadful conflagration of that ship, in Hamoaze, once saved the life of Lord Nelson, and was always honoured with the particular notice and patronage of that hero. On boarding the San Nicolas, in the battle off Cape St. Vincent, a Spanish lieutenant aimed a blow at Nelson, who was engaged with another officer, and would, beyond all doubt, have killed him, but for the gallantry of this Cook (then a common seaman), who rushed to his assistance, and received the destined stroke, which deprived him of three of the fingers of his right hand. Grateful to his deliverer, the hero strongly recommended him to the notice of the Admiralty, and he would have been a gunner, but for his almost continual intoxication. With this propensity to liquor he lost his life, and occasioned the loss of a ship which once triumphantly bore the flag of our greatest naval commander.

NEW CUT.

Memorandum for Aquatic Chronologists.—ON the First of June, 1813, British sailors made such a CUT, as to cause the *Chesapeake* to empty itself into the *Shannon*, having first, however, emptied a considerable portion of the *Shannon* into the *Chesapeake.*

SHIPS CASKS.

Receipt for curing Sour Barrels.—Wash them clean, and wipe them quite dry; cork them tight; put in at the bung holes about four quarts of hot lime for every thirty-six gallons the barrels will hold, to which add about three gallons of water to every gallon of lime, and immediately stop the bung-holes with wet cloths; so soon as the effervescence has subsided, fill the barrels with water, and let all remain until the barrels are wanted for use, when they are to be washed clean.

CORRESPONDENCE.

MR. EDITOR, *Ponta Delgada, St. Michael's, 30th April,* 1813.

I FEEL much pleasure in transmitting you the enclosed narrative of the providential escape of the crew of the American ship Almira, which I considered so interesting, on hearing from the master, Mr. Griswold, that I requested him to allow me to publish it, for the benefit of navigators in general, who may have the misfortune to be placed in the same perilous situation: the narrative is the plain unadorned language of a seaman, and as such entitled to every indulgence.

I shall only add, that within the last six years, these islands have been the means of salvation to the crews of several English, and other vessels, that have foundered, on their passage to and from the West Indies, and America; but I consider the present instance of preservation inferior to none, since the occurrence of Captain Inglefield's escape after the loss of the Centaur, at the close of the American war. W. H. R.

Loss of the Ship Almira.

The American ship Almira, A. H. Griswold, master, sailed from Lisbon on the 22d of December last, with a cargo of salt, bound to New York. The ship continued her voyage in safety, having experienced favourable winds and good weather, until after passing the Western Islands; but on her passage from thence to the Banks of Newfoundland, she had to encounter continual gales, and a high sea, from the N.W. and S.W. which caused her to labour very much, and make considerable water. However, until the 22d January, we were very near able to keep her free with one of the pumps only; we still continued on our voyage, in confidence it would not increase so much, but we should be able to make some port in the United States, and at all events we could keep her up to get her into Halifax. But on the 22d, at 9 P.M. it came on to blow very hard from the S.W.; it continued to increase, and hauled round as far as N.N.W. when it blew a gale that every man on board was a stranger to. For a few moments she appeared to be buried in the spray of the sea, and completely water-logged, so that she was thought to be sinking. The close-reefed main top-sail we had hove-to under, was blown to atoms in an instant. We set a tarpaulin in the weather mizen rigging, and lay-to much better. Having ascertained there was no more than two feet water in the pump-well, we turned-to with one heart, determined to delay our exit from this world as long as possible. The weather had so much moderated on the 24th, that we made sail and stood to the southward, in hopes of finding better weather; both pumps constantly going: we now commenced lightening the ship, by throwing overboard the salt; but this we soon found not to be practicable, as the crew, after the most unceasing labour at the pumps, were too much exhausted to persevere; and indeed she made so much water, that it was necessary for all hands to be employed: we were, therefore, compelled to abandon it. We succeeded in keeping her up until the 27th; when, at three o'clock in the morning, the water got up to the salt. We sounded, and found four feet water in her hold. The loss of the ship was now inevitable. The crew, on receiving this information, and a request not to let her sink before day-light, with the greatest unanimity renewed their exertions at the pumps. As soon as we could see, we cut away the main-mast, thinking the leak might be under her main chains, and hoped it would ease her. Got a sail under her bottom, and hove the anchors off from her bows; but every experiment proved fruitless: she sunk down by the head, with six feet water in the pump-well. We had now to think only of saving our lives in the long-boat. All hands left the pumps, and with the greatest expedition launched the boat, put in a small quantity of salt pork, two barrels of bread, and about thirty gallons of water, a sextant, a sail, six oars, a quantity of heavy duck to cover the boat, a small spar to support the covering, twenty fathoms of rope to lay-to by, a hammer and some nails, and seven or eight blankets to lie on. We judged by observation to be in lat. 37° 30′, long. 49°, and left the ship at 11 o'clock, 16 in number, it then blowing very hard. After we had got off safe, we found, much to our disappointment, we had neglected passing a mariner's compass into the boat; but to return to the ship was certain destruction: from all calculation, however, it did appear we should not need one long. It was now that we could not help reflecting upon our situation. Sixteen human beings in the middle of the Atlantic Ocean, in an open boat, not nineteen feet in length, and having to experience all the rigour of a winter season, without any rudder or compass. We could truly say that our salvation depended upon the will of the Almighty; but after weighing the chances of being preserved, we were convinced of the folly of being down-hearted, and began preparing the boat in the best manner possible. We secured our spar lengthways the boat, and over this spread the thick duck, and battened it down to the gunwale of the boat. A slit in the canvas we left forward, for the purpose of getting up to manage the sails, which we could lace up as occasion required, to prevent the boat from filling. As we had no rudder, we had to depend on our oars to steer with: this we did by having one on each quarter, in addition to the sternmost oar; this made necessary three holes in the deck for the steersmen to stand in. Darkness coming on, and a very high sea, we were compelled to lay-to for the night; this we did by making the rope we had fast to our mast and sail, and veering it out about sixteen fathoms astern; then rounding her to, brought her head to the wind and sea; trimmed her as much as we dare by the stern; laced up the canvas that covered the fore peak; set a small sail aft, and one man with an oar to assist in keeping her head to the sea, and waited for the next day. During the night we experienced frequent and heavy squalls; a great quantity of rain and hail; a high sea, which repeatedly broke all over us. It was very cold; and I believe if it had not been from the certain knowledge that it never froze in this part of the Atlantic, we should have perished. We were all wet; and it being dangerous to stir, for fear of putting the boat out of trim, we remained all bent up, lying over each other, with the water constantly dripping down through the canvas. At times we were overwhelmed with the sea: when she rose out of it, we were prepared with our hands and feet to heave it off the canvas over our heads. Our crew were divided into steersmen and bailers; the latter were constantly employed during the night. Daylight at length appeared, and the gale of wind now blew the hardest; our cable parted, the boat dropped off into the trough of the sea, the first wave overwhelmed us. This disaster seemed to compleat our ruin; without a cable, without a mast, or any thing we could call a sail. However, we succeeded in getting her before the wind: a man stood in the bow, and with his spread jacket kept her before the sea; we erected a blanket on an oar, as soon as possible, and scudded before the wind. If this accident had happened during the night, we must infallibly have been lost; but being favoured with the daylight, we were deceived in finding what good weather we made of it; that so small a boat, when strictly watched by the helmsman, and with a cool determination to persevere until the last, far exceeded our expectation and belief; and notwithstanding the chance of our ever arriving to land appeared small, we entertained a hope, that after such an unaccountable escape, our good fortune might still continue. Out of the remains of the duck, that served for the deck, we manufactured a cable; this necessary business deprived us of using it for sails, and when compleated, it was extremely doubtful as to its strength; but it was necessary that something must be used for this purpose, and we had nothing to be used as a cable beside. During the day we continued our course to the southward, in hopes of finding better weather, and if not meeting with any vessel, to continue on to the trade winds, and then bear away for the West India Islands. We commenced our allowance with a biscuit, and rather more than a gill of water per day. The raw pork gave it a relish, and we endeavoured to pass the time as comfortably as possible. We continued our course southward until the 5th of February. The weather had been fine for a number of days, and an increasing moon to light us by night. But we now began to have serious apprehensions of perishing with hunger and thirst. We had got into the latitude 32° 30′, our water nearly half expended, our thirst increasing, and under the necessity of shortening our allowance. It had become very hot, and we discovered it was necessary to get into a colder climate, in hopes of assuaging our extreme thirst. A consultation of the crew was held, and a majority agreed to bear away for the Western Islands. A few days of favourable wind brightened every countenance. In the daytime we judged our course by the Sun, and at night the Moon and Stars served to guide us. When the luminaries in the Heavens were obstructed from our sight by darkness, the old swell remained to direct us, and our blanket sail carried us very rapidly through the water. We had diminished our allowance to a gill of water, and half a biscuit, and found it necessary to drink salt water to assist us in swallowing it. This, after repeated use, became nearly as palatable as the fresh, and we began to use it freely. On the 12th, James Cogine, a seaman, was taken sick; immediate insanity followed; he lingered until the 16th, when he died: sewed him up in his great coat, and cast him into the sea.

It is useless for me to attempt to describe the scene of distress of our miserable crew. Our want of exercise, the necessity of our being crampt up nearly the whole twenty-four hours, the stupidity that had seized all of us; our limbs had become nearly useless, by cramps and continual numbness. The fear of head winds continually harassed our thoughts; the almost stop to sleep, our ghastly visages, and our stores almost expended. The appearance of a storm, which at first was the cause of much alarm, had now changed to a dismal cast of the Heavens, and we anticipated the pleasure of taking rain.* On the 16th of February we made land, it was the island of Fayal: we had just cast into the sea one of our companions, and a number of us were closely following him. The quantity of salt water we had drank had so much impaired our constitutions that the loss of senses was plainly perceivable in many of us. After many difficulties, on the 17th we landed at the port of Fayal, after being in the boat twenty days, and sailing upwards of fifteen hundred miles.

On our arrival, John B. Dabney, Esq. American Consul, took us under his particular charge, and shewed us the greatest hospitality. I was taken into his own family, where I received every kind attention I could possibly desire, and in a few weeks recovered.

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MR. EDITOR, *Walworth, 19th July,* 1813.

THE accompanying letter, from one of the lieutenants of H. M. S. St. Domingo, detailing the particulars of the heroic death of Lieutenant Theophilus Lewis, of that ship, and addressed to that highly respected and veteran officer, General Lewis, his father, will, I doubt not, be deemed worthy of insertion in the NAVAL CHRONICLE, that the nobleness of mind of this lamented young officer may be enrolled with the deeds of other naval heroes, whom it has pleased Providence to permit to serve their country to a more advanced age; but in the least acts of Lieutenant Lewis, we have a strong proof of what might have been expected, had he been spared. The worthy General had previously sustained a similar affliction, by having his second son, Lieutenant Richard Lewis, of the Fox frigate, killed, when engaging an enemy, in one of the boats of that ship, on the coast of Malabar. I. T. L.

(COPY.)

SIR, *H.M.S. St. Domingo, Bermuda, 3d June,* 1813.

Most truly, and from my heart, do I regret, that by the loss of a friend, much esteemed and valued, not only by me, but by his messmates, and all who knew him, I have to commence an acquaintance and correspondence on a subject, which, though painful to me, must be heart-breaking to you.

It is, however, the duty of us mortals to be prepared for the worst, and,
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when the Almighty is pleased to inflict a blow, to receive it with submission and resignation to his Supreme power.

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* We had only once been blest with this great gift; and then not a pint per man, of a bitter and brackish flavour.

It is as hard a task for me to inform you of, as it will be a violent shock for you to bear—the death of an affectionately attached and dutiful son; one that was an honour and credit to his profession and rank, loved and admired by all who knew him; but I trust that religion which has supported you under similar misfortunes; the uncertainty of human happiness; the short but honourable life your son led; the gallant manner in which he fell, envied and lamented by all who knew him, will equally support you under this.

You must have seen by his letter, and the Admiral's despatches, in what light his conduct was viewed, when commanding our tender in the late operations up Chesapeake bay; though flattering this, it will make you regret him more poignantly.

When we sailed from the bay on the 17th May to come here, his guns in the Highflyer schooner were five, besides small-arms, and his crew, midshipmen &c. completed to fifty. His orders were, to cruize on the coast to the southward of Cape Henry, for 14 days, and then come here.

On the 24th, while on his station, a schooner was discovered, and immediate chase was given; but hazy weather made them lose sight of each other, until 8 o'clock, when they again came in view of each other. At 9 they passed within hail, and immediately commenced a sharp and close action, which lasted for an hour and 20 minutes; when the enemy's schooner, which mounted 16 guns, made sail, and, owing to the crippled state of the Highflyer, escaped; for the last 20 minutes, she had not returned a shot; not a man was on deck, and had our schooner been able to set one sail, she must have been captured.

I regret to say, our messmate fell early in the action; a musket ball passed through his stomach, and went out between the 6th and 7th ribs on the left side, after touching the tip of his heart. Whilst below, and in much agony, he coolly sent his orders on deck for the most trivial thing, and the only time he shewed much anxiety was while the enemy were making off, and he could not follow. To the last moment he retained his perfect recollection, and at 9 next morning went quietly to another and a better world.

That afternoon the schooner entered the Chesapeake, and the wounded were sent on board the Marlborough.

Next day, the 26th, poor Theophilus's remains were committed to the deep, attended by the captain from the flag-ship, lieutenants, &c. &c. under a suitable salute, the colours and pendants of the squadron hauled half mast down.

Besides your lamented son, two men were killed on the spot, and 12 wounded, many of their lives despaired of; among whom, are one of his poor midshipmen.

Immediately after the last sad tribute of respect could be paid to the memory of your gallant son, the schooner sailed for this place, and yesterday gave us the melancholy intelligence, and with sorrow I perform the painful duty of communicating it to you.

Some of the last orders your son gave, reflect the greatest credit on his good and honest heart. To a midshipman who had been lately cast away, he left his clothes; to another, who was slightly wounded, his sword; and to his beloved and only remaining parent his watch, which Mr. Henderson, the purser of this ship, has undertaken to forward.

That you may have strength and fortitude to support you under this heavy blow, is not only the wish of my grieved messmates, much attached to your lamented son, but also of, Sir, yours, &c.

Major-general Lewis. PIERCY GRACE, Lt. R.N.

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LOSS OF THE PEACOCK, AND CAPTAIN PEAKE.

MR. EDITOR, *June* 18*th*, 1813.

PERMIT me to request the insertion of the following remarks, which will, I trust, appear applicable to the present crisis.

In the first place, I am too much inclined to give credit, in its full and fatal extent, to the reports in circulation, from the intimate knowledge I have of the mind and character of the gallant captain of the Peacock. No consideration could impel, or human means induce, his brave soul to permit the surrender of a vessel under his command, to any thing like a parity of force; besides the gallant daring of a British sailor, Captain Peake was an able, excellent, and experienced officer; his ability, conduct, and courage, have been frequently put to the test, particularly when first lieutenant of the Lively, with the present Captain Hammond; and I feel fully persuaded he would prefer to perish under, rather than tarnish, the flag of his Sovereign. At the same time, few men, from his amiable manners, and general deportment in private life, would be more universally lamented, or sincerely deplored, than the Captain of the Peacock. So long, and so truly, as the endearing qualities of a dutiful son, good husband, affectionate brother, and sincere friend, continue to command veneration, and excite esteem, his loss will cause to such a circle the liveliest regret, and most unaffected sympathy; yet the glory of his fall, nobly upholding the flag of his country, gaining in death lasting fame for himself, and furnishing an heroic example for the imitation of others, will, when the poignant pangs of parental sorrow somewhat subside, afford every consolation in the power of Providence to bestow, under such a mixture of apparent good and evil.

Every one knows, that in calm weather, and a smooth sea, such as is usual off the coast of Demerara, sad carnage is always the consequence of a close action. A chance shot, or perhaps fatal broadside, might give the enemy an advantage that no human resolution, prudence, or prowess, could guard against or prevent. It is some consolation, although a sad one, that no trophy remains to inflate the enemy's pride, or humble ours; while the fall of such a captain, and such a crew, will only stimulate their brave brethren in arms to revenge their death, or follow their example.

The very report of these repeated successes to our Trans-atlantic enemies, is truly alarming; and the spirit it is likely to create in them, and all our maritime foes, cannot be too soon, or too fully and fairly looked at. We must boldly face, not basely crouch to, such accidents of fortune. With this view, Mr Editor, I entreat your energy and aid to uphold the spirit of our gallant tars; not depress them, by magnifying the prowess of our foes, or deride that prowess to the extent of its not requiring every effort to combat. Let the successful achievements of our naval heroes be blazoned as examples to follow, not our less fortunate events dwelt upon as chances to deter. Let the name of a Hamilton, who could with a few small boats recapture the Hermione; or of a Campbell, who could lay the Dart sloop alongside the Desirée frigate, and tear her from her parent port, without regard to the size of scantling, weight of metal, or number of men; let the name of St. Vincent, who could with happy art bring both these heroes acts before a grateful and admiring country, with equal lustre, and, while recording new triumphs, bestow just encomiums on past exploits; who was ever as ready to praise and reward, as to stimulate gallant deeds and daring enterprises; whose discrimination first marked, and whose spirit fully infused itself into, the great the immortal Nelson; let the name and lasting fame of this hero and St. Vincent, acquired through toils and perils, through fatigues of service, and factions of party, be constantly held forth as stimulants to the whole race of naval heroes. Let the energy that governed their actions, the promptitude and decision that marked their measures, the ardent spirit that they diffused, the glorious achievements they excited, the just rewards they bestowed, be ever foremost in their recollection; and let the remaining hero know, as a balm to his departing spirit, while verging on the brink of this, in passing to a better world, that his life, actions, and splendid services, will be held up as subjects worthy of admiration, and examples recommended to the imitation of all naval men to the remotest period.

This is no time for petty or party bickerings, as it regards the navy of England. I cannot, Sir, concur in opinion with that eloquent and energetic writer, *Vetus* (Times, 30th March), " That ministers have discharged the sea from its allegiance, and laid a foundation for the ruin of the naval power of England." The dissemination of such a doctrine at this moment is dangerous in the extreme, and cannot be too soon or too forcibly combated. It has been my good fortune to mix for 20 years past with naval men, to have seen the proud flag of France completely humbled on the glorious first of June; and ever since that period to trace with sincere delight the towering victories, each exceeding the former, marking the British sailor's character, and recording his valour. And I know, Sir, that at this moment, there are thousands of gallant hearts exulting that the enemy are again likely to be found upon the Ocean; that he will be tempted to quit his long secluded hiding-places, to afford chance for new conquests, and furnish fresh hopes for Britain's naval glory. And while there are tens of thousands of Britons ready to court the fate, and follow the example, of the gallant Peake, preferring to perish under, rather than tarnish, the flag of their Sovereign—*the sea will not recede from its allegiance to Britain*, or fortune long delay opportunity for fresh conquests to the *Tars of Old England.*

I am, Sir, yours,

A SAILOR.

H. M. S. Blenheim, Northfleet,
MR. EDITOR, *12th August*, 1813.

IN your biographical memoir of the Hon. Courtenay Boyle, there is one part of that gentleman's noble character that ought not to be passed over. While prisoner in the citadel of Grand Cairo, with the Hon. C. Boyle, the paymaster of the French Guide Guards, wishing to remit a few hundred pounds *(which he had plundered)* to his wife and family, offered to Captain Boyle three hundred pounds for his bill on London, which was instantly accepted, it having struck this generous character, that by this means he should be enabled to alleviate the sufferings of his gallant ship's crew; the money was brought to our cell by the paymaster, at different times, he not wishing it to be known. Two hundred and fifty pounds of this money was expended by the Hon. C. Boyle, in supporting the seamen in their truly distressing situation; this I am fully acquainted with, having had it pass through my hands. By this noble and generous conduct of my captain, the lives of many good men were saved to their families and their country.

I am, Sir, your obedient humble servant,
WM. PECHE,
Purser of H.M.S. Blenheim,
Late Purser of H.M.S. Cormorant.

⁂ We think this 250*l.* ought to be reimbursed to Captain Boyle, if not with interest.—ED.

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MR. EDITOR, *10th July*, 1813.

WITH very sincere pleasure I observe that your professional, and truly able and valuable Correspondent, A. F. Y. has taken my hint, to recommence his observations and animadversions on the service, and on the character and conduct of our naval advisers. He seems, indeed, to be far from sanguine that his efforts can produce much good, or lead to any effectual reform of the abuses and mal-administration which certainly characterize the naval department at the present day. I sincerely hope, that in forming this idea, he has been precipitate; my own opinion is, that Lord Melville's reign at the Board has already been marked by several, I will call them improvements, being intended and adopted as such, which having suggested and recommended under the different signatures of a Friend to Naval Merit,* Albion, Mentor, &c. I feel very sincere pleasure in detailing † to A.F.Y. as now carried into effect; and I am persuaded, that some of them have first come under the notice of the Board, from the perusal of your excellent work; and if I am correct in this opinion, it furnishes proof to this most zealous and useful writer, that our well-meant suggestions will not *always* be disregarded, and that the Board of Admiralty are disposed and willing to profit by them: for although I do agree with him, that much indeed is to be done, to restore our navy *to its high estate*, to its former glory and splendour, I must say, I think the present Board of Admiralty are disposed to do all they can to effect it.

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* Now used by another Correspondent, which I think rather indelicate.

† Converting large sloops into post ships, and gun-brigs into sloops; the increasing the number of lieutenants, and complement of men on board our frigates; the employment of such excellent officers as Sir C. Cole, Captain Maitland, and Lord Cochrane,

To go to the root of the evil, is certainly the only sure way of eradicating the gross abuses which prevail, and are now so very sensibly felt and deplored, in the navy; but I am much afraid, a Board of Admiralty, constituted and arranged as that Board is, have not leisure, were their inclination ever so great, to set seriously about a work of such importance. My own opinion is, that the business of the Admiralty is much too great for one Board, and therefore that many most useful and salutary improvements, and the correction of many abuses, must remain unattended to, owing in a great degree to the *press* of business with which the Board is loaded. A Board of Revision (and I believe there is already such an one), if *properly* constituted, might be of the first importance to this kingdom, and to the navy of Britain; the members of this Board should *all* be professional men, and their business be to examine into prevailing abuses in the service, whether arising from incapacity of officers, severity, or relaxation of discipline; to consider of all plans and suggestions for improvements in the service, and to lay their reports on these matters before the Board of Admiralty weekly. The formation of such a Board could not cost the country above 10,000*l.* or 12,000*l.* per annum; and, if properly selected, its members, I am certain, might be most usefully and profitably employed in their country's service; but if men are sent to that Board on account of their borough interest, or merely to give them a salary, and the *thing* be made *a job of*, then it would indeed be adding to the disease, it would be prescribing wine for a patient in an ardent fever, already raging with delirium.

Were I to see at that Board three or four worthy Admirals, whom I could name, and as many Post Captains, I am sure such an establishment must be advantageous; the names of Sir C. Cole, Earl Galloway, and Captain Bennet, I cannot refrain from mentioning now, as men peculiarly fit for such situations; and as this Board would be intended to be coadjutors to the Board of Admiralty, their suggestions and reports ought to have due weight, and in most, if not every instance, to be immediately approved of and carried into effect. A. F. Y. has very properly noticed the hasty ill-digested orders and regulations issued by the Board of Admiralty, as circumstances arise to call for them, and too often when they are not necessary: the evil arising to the service from these proceedings is really incalculable, and alarming in the highest degree. If we consider that the Navy of England consists of nearly 1,100 sail, and that the sole direction of building, equipping, stationing, ordering, manning, &c. in short, that every thing belonging to them, except contracting for and victualling them, rests with the Board of Admiralty, no person can wonder that so much is left undone, but that they *can do so much*. With respect to the constitution of this Board, I have to observe, that were such a subordinate

Board as I have pointed out formed, the supreme Board might go on very well, formed as at present, with a First Lord unconnected with the profession, assisted by three or four of our *most respectable scientific and experienced* Admirals, with two junior civilians, or land lads, to complete the number, if it must be kept up. A subject of the most vital importance loudly demands the attention of the Government; it has been brought to public notice by a noble and gallant Lord, whom I am much happier to see appointed to command a fine ship on the American coast, than to see in St. Stephen's Chapel: he means well, no doubt, but unhappily goes the wrong way to work. I mean the encouragement by rewards, and respectable appointments of the first rate classes of our seamen. Much remains to be done for them; a war of twenty years demands from a generous nation, that its protectors should be rewarded. I yet hope to see this great scheme of amelioration carrying on with vigour and energy; and sure I am, every British officer would rejoice to be able to contribute to so grand a measure, calculated to call forth the noblest energies of the British nation, and to secure the services and attachment of its naval heroes. The consideration of this subject would indeed be a commencement of labours of the new Board, worthy of the enlightened policy of the present day. In the mean time, I hope my worthy coadjutor, A. F. Y. will continue to assist in exposing what is wrong, hoping with me for a little attention even from those at the helm, to whom our suggestions may sometimes appear proper, as they certainly are well intended.

NESTOR.

N. B. The plan of increasing the number of warrant and petty officers, and bestowing adequate remuneration upon them, has been already pointed out in Parliament by Admiral Lord Galloway. Sure I am, the noble Earl will not cease to raise his voice again in this great cause; for it is only by such a plan, connected with the reforms I have already alluded to in a former letter, under the same signature, that the British navy can be continued as formidable at the end as the beginning of a long war. Something must be done soon; and I trust when it is once begun, government will not be content with doing things by halves, but at once go to the bottom of the corroding sores, and apply the proper and necessary remedies.

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LETTER XXI.

MR. EDITOR, *June* 22, 1813.

BY your CHRONICLE for June it would seem, that too much cannot be said respecting the capture of our frigates by the Americans, although we had agreed that enough had already appeared. We have now, however, a most glorious winding up of the tale; and the gallant *Shannon* has shewn, that the good old tune of "Britons strike home!" can still be sung in full chorus, and to the finest effect, as exemplified by the victorious *Broke*, and his brave crew. I most sincerely, Sir, congratulate you, and my countrymen, on this happy solution of all difficulties, although I never attributed our losses to one moment's want of personal valour or zeal in those brave fellows who were before less fortunate.

Mr. Croker having very properly, as well as ably, availed himself of this truly gallant action in his reply to our injudicious and mistaken, though zealous advocate in the House of C. I am induced once more to request the Noble Lord to be better advised, and if he wishes to render service to the navy, as I verily believe he does, let him take care, not only never to bring forward that which he cannot substantiate, but also never to apply to the *legislature* for redress of any grievance, whether real or imaginary, till he has given those in whose power redress really lies, an opportunity of rendering it. But his Lordship has now been so completely set down by the general sense of the House of C. which is never *so* general without good cause, that I trust he will not again commit himself, and those he advocates, so desperately. Why are we deprived of this gallant officer's services at sea, when a warfare is carrying on so peculiarly adapted to his talents, and while the vigour of his health and intellect might be so much better exerted in the clear expanse of his professional element, than in the hazy atmosphere of Westminster. The case of this Noble Lord and his parliamentary colleague is somewhat singular; and it was well remarked lately, that as one had done more perhaps, than any other man, to *retard* parliamentary reform, his Lordship, if he did not take care, would be equally the means of causing an adherence to old naval errors, from the dread of the rashness with which he advocates their removal. Whatever ground there may be for some of his statements (and it is certainly very delicate ground to meddle with), in others I believe him to be very unjust. That by the loss of papers, and various circumstances, one individual out of many thousands may sustain loss sometimes, is probable, and it would be wonderful if it were not so; but I believe all the gentlemen, who as neighbours, clergymen, or magistrates, have applied either to the A. or N. B. in behalf of seamen, or their families, have found the most prompt and ready attention to their representation, and the facilities of distant payments have been increasing ever since my recollection.—As my experience has led me to complain of the great insufficiency of the A. on the broad scale of naval management; I should be wrong not to express my sense of the proper execution of any *parts* of its multifarious duties; and this tends to shew that my position is right, that the naval individuals who form part of it, do all the good which lies within their narrow sphere of action, and that the error lies in the construction of the whole, not always in the nature of the several parts. And this subject, Sir, leads me to inquire, who are the two *Scotch* gentlemen (I presume) who I see have been introduced to the P. R. by Lord M. as appointed to places in the Navy and Victualling Offices—the Hon. E. Stewart, and Mr. Hay. Are they connected with the navy? What are their claims? What their peculiar qualifications which have caused their selection, to the direct, *manifest*, and positive injury to the just rights of the navy, and the true interest of their country? This is *in truth* the case, if, as far as yet appears, they are persons who have no claim on their country, through some *naval* service; but if their fathers or brothers have served, or if they are gifted by nature with talents which will enable them to serve their country *better*, than the very many naval officers who would be thankful for these offices, after *long, arduous, and faithful service*, I should be content; and perhaps some of your correspondents may inform us of the "why and wherefore," and who these gentlemen are.

This letter, Sir, is likely to be very miscellaneous; and I will now venture to inquire, from my retirement, respecting the meaning of a new sort of complaint I saw in the desperately long letters from our admiral, who has been visiting the shores of the rivers of the Chesapeak with fire and sword. He speaks, indeed, with great propriety, of giving bills for the stock he may procure, and I am sure all his dealings will be honourable; but what does he mean by complaining of the *rancour* with which the enemy resisted him? I have not the letters by me, but I read them in the *Globe* of about the 12th instant, and I remember the expression well, for it struck me forcibly. Am I to understand, that if in the absence of the *Royal William* and *Puissant*, Commodore Rodgers was to pass through from St. Helen's to the Needles, burning a few towns, and buying a few cattle, and in his way receive some shot from Cowes Castle, and meet resistance from our *dépot* of recruits, that we should deem it *rancorous?* Nor am I certain, that while we are (I believe) negociating a peace with our old colonies, with whom it is so truly desirable that we should not only be at peace, but in friendship, such a predatory warfare as that recorded in the above-mentioned very long letters, is wise or proper. It is a sort of warfare which neither adds glory to our arms, nor produces any advantages when treating for peace; but, on the contrary, is calculated to leave deep and lasting *rancour* in the minds of those who have been assailed in their dwellings, and stript of their property: and it is not very pleasant to sell provisions to an enemy, even when paid for in government bills, nor is it the way to prove our naval superiority. In my opinion, the gallant Admiral and his followers would have been better employed in cruizing after the ships which have with much bold adventure and gallantry so greatly galled us, than in using so much skill and exertion in such a petty warfare; but there may be reasons which have not yet reached our village.

To return once more to your CHRONICLE for June.—You appear, Sir, to lay great stress on the biographical part of your work; and when you can procure the proper materials to form a memoir of the services of a proper object, it is most valuable and interesting; but I really believe, that the insertion of the memoirs of some gentlemen, whose existence was before unknown to your readers, and whose names only afford the peg on which to hang the description of the places they have visited, has prevented many from wishing to appear in the same gallery. I speak this from some degree of certainty, and I am sure you will believe of perfect good will to your CHRONICLE, which I possess from its earliest outset, and value as a most useful work, which merits a place in every library ashore, as well as every rudder head afloat. Yet, by some means, I do not often see it a library book; and without flattery, or saying that it is perfect, I think its merits fairly lay claim to that situation. You have neither sought the patronage of power, nor the aid of popular clamour, by assuming a party, but submitted your pages freely to your correspondents of all opinions, which has occasioned a great deal of diversified interest in that part of your work in which I have been an humble assistant. In your biography you have enrolled the names of almost all our distinguished naval characters; although having intermixed others, who, however estimable in society, and individually excellent, have no claim to public attention, I think you have lowered the spirit of that part of your work, and lost friends. There are still many living heroes, whose biography would greatly enrich your pages, illustrate the history of the moment, do honour to themselves, gratify their friends, and benefit as well as entertain your readers, who I believe do not admit of, or encourage, their being brought forward to public view, greatly from the above-mentioned reason, as well as from that innate modesty which always attends true worth. Your selection of Gazette Letters, and other official and authentic documents, renders the CHRONICLE a most useful repository of all passing events, and a valuable book of reference. A great variety of interesting narratives, entertaining and characteristic anecdotes, and useful inventions, abound in your pages. Your engravings have been executed in a very superior style to those seen in other periodical productions; and very correct likenesses of most of the great names introduced in your biography, as well as of the beautiful and well chosen series of marine views, stamp a very high value on your work. I think I do not exaggerate in my account of it; and if not, what can be more interesting to the British nobleman and gentleman, and to the soldier, who so often joins us in voyages and expeditions, as well as to the naval man. And for such a repository, Mr. Editor, I am surprised, that where the whole series of an officer's life may not be worth a detail, or even a sketch, many thousands of detached events have not been offered from those to whom so many present themselves, in the varied progress of a maritime life. Yours is purely a naval work, the only thing of the kind in existence; it requires naval zeal and assistance to give it all its due effect, and I have wandered from the intended bent of my letter, in hopes that this slight endeavour to point out its merits, may prove of some utility, in explaining to naval men what a rich fund of naval science and professional information, might be gained, by a cordial co-operation in your endeavours. If it was sufficiently known, I think it would become a favourite work on every library table; and if so, what a valuable fund of information might be afforded, from the family records of those noblemen and gentlemen whose ancestors have served in the navy. I would recommend to your consideration, Sir, whether it is not time to form a Volume of general Index, at least at the end of your 30th Volume, with a recapitulary and explanatory preface; which preface *condensed*, might form an advertisement to attract attention, and introduce your labours to more public notice. I hope they are well rewarded, but I am sure such a work should be oftener seen than it is.

Although it is not usual for Reviewers to notice periodical works, yet as they form no unimportant branch of literature, when they can sustain themselves so long as the NAVAL CHRONICLE, I think it is the duty of these gentlemen to point out their value. But I am now extending my letter beyond all due bounds, as I have from the intended subject at its commencement.

I remain, Sir, yours, &c.

A. F. Y.

P.S. I have seldom seen a letter shortly comprising more important matter than that of *Eolus*, of June 4. I heartily wish it was taken into serious consideration by those in power; that they would inquire into the truth of its positions, which may be made perfectly clear, and apply the requisite remedies, which are by no means difficult. I had intended to have extended my thoughts on the important contents of this truly excellent letter, but I hope it will not be long before the able writer pursues them himself.

MR. EDITOR,

THERE is a very general report in circulation, that the late gallant commander of the Chesapeake (who fell, not in the arms of victory, but while glory was weaving a fresh chaplet for his brow) was a native of this country. Lest the promulgation of a charge so materially affecting the memory of Captain Lawrence should, from its non-contradiction, gain an undisputed credit, I take the liberty of submitting the scanty information I possess on the subject. From my own knowledge I cannot positively declare, that he *was a native born* citizen of the U. S. for I was not personally acquainted with him; but this much I can assert, he had a relative (an uncle, I think) resident in Pearl-street, opposite Coenties-Slip (N. Y.) who died about two years since; he was a very old gentleman, whom I remember to have lived in the city as far back as a few years subsequent to the Declaration of Independence, at which period he was a County Judge: which speaks conclusively that he *must have* resided there prior to that event. Captain L.'s age I do not know; but he has several brothers now in the prime of life, who were born at New Town, (Long Island), a few miles from New York; one of whom, Samuel Lawrence, Esq. during the predominance of a Madisonian Council of Appointments, was made Clerk of the City. Two others in partnership are importers of dry goods, merchants. If, then, his family have been residents of the U. S. so long ago that he might have since been born, I think there can no doubt remain of his being an American; and it is not presumable, that a gentleman, and an honourable man like Captain L. would ever have taken up arms against his native country (for so, from the peculiarity of the English constitution, it must have always been to him, if born here), and by such an act not only have sullied his honour, but also endangered his life. I should hope these particulars might be considered as amply satisfactory to establish a negative to the current rumour; which can have no other object, *if false*, than the invidious one of detracting from the honours of an enemy, and blasting the laurels that bloom over the sepulchre of a brave man.

Your's, most obediently,

AN AMERICAN.

MR. EDITOR, *London, 29th May, 1813.*

AS your valuable publication is so well received, and in such general circulation amongst all classes of naval officers, will you be so obliging as to permit me (through the medium thereof) to represent to those gentlemen, the tardiness with which they come forward with subscriptions towards that most inestimable and philanthropic institution, the Naval Charitable Society. Ignorance, in not knowing thereof, has been too too long pleaded as an excuse: the modus of the subscription, I am well convinced, cannot possibly be any, even to the most unfortunate. In respect to the first; that, I trust, is done away, through the unwearied assiduity of the noble President and his coadjutors, in causing such numbers of books to be printed annually, comprehending the whole establishment thereof, with the List of Subscribers, as may supply every ship in commission, through the hands of the different commanders-in-chief abroad and at home; likewise, the commissioners of the navy and naval agents at every port, some of which are sent on board every ship; so that it is utterly impossible for any officer in commission to bring *that* in as an excuse; and, indeed, I should think that scarcely any officer on half-pay (from the durance of the war) but must have had some intimation thereof; to those (if any) I now beg leave to appeal, and to recommend immediate attention, and, consequently, to order their agents to pay their subscriptions—by and by it may be too late; for, by a resolution of the committee, it is expressly stated, that no one, after the 1st of January, 1815 (a protracted time), will be allowed either benefit for himself, or, at his demise, for his widow or children, unless he has been a Subscriber; nor can any officer recommend any person without. As a proof of what I have advanced, in respect to officers not subscribing, I have given an account of the different officers; by which will be easily seen how incomplete the subscription is.

	Number On the List.	*Number Of Subscribers.*	*Non Subscribers.*
Admirals	228	114	114
Captains and Commanders	1469	473	996
Lieutenants	3250	682	2568
Masters	646	137	509
Physicians	14	2	12
Surgeons	892	205	687
Pursers	730	239	491

What a vast disproportion! indeed, I might add, disgrace.

It is certainly a very great reflection on naval officers, to see such a list of the nobility, with ladies and gentlemen, contributing so liberally to their most excellent Institution, whilst they, who certainly ought to cast in the first mite, withhold it: were they only to attend the quarterly meetings, I am well assured, from the numerous distressed cases they would hear, they must be induced immediately to draw their purse strings. A miser could not, *then*, refrain! Let me, therefore, earnestly intreat every naval officer to lose no time in becoming a Subscriber.

I am very sorry to see, among the whole of the officers employed in the

Court of Admiralty (Doctors Commons), only one Subscriber. I should have imagined, that, from the great benefits accruing to them from the navy, they would have come forward in so laudable a business; and what is rather more extraordinary, only part of the navy agents; what their feelings must be, I know not; I leave it to their own reflections.

I have taken the liberty, Sir, of sending you, with this, a book of this Institution;* in which, you will see, that what I have advanced is consonant to truth; and, if you will be so obliging as to insert this, or in any other way forward the cause, you will have the thanks of the Committee, as well as of, Sir, Your most obedient humble Servant,

PHILO-NAUTICUS.

LETTER XXII.

MR. EDITOR, *July* 9, 1813.

IN your CHRONICLE for May, page 434, you say, "too much, we think, has been said, respecting the unexpected successes of the American Marine, *fed and supported as it has been by our own countrymen who have deserted.*" Had your expression been, that a vast deal of what has been said, has been very improperly said, and as much wholly irrelevant to the causes which have produced the effects, I should have altogether agreed with you; and I will join you cordially in what I take to be your opinion, that any despondent conclusions ought to be reprobated, both as unmanly and unfounded. The motions in Parliament relative to the American war ended just as I expected, from the complaisant nature of politicians in these days; but notice, Sir, those words of your own, which I have marked above to be printed in italics, and run the whole round of reasons why the battle has been so desperate, and find if you can one more disgraceful, both to the individuals who thus turn their parricidal arms against us, and to those who have left the balance of inducement so powerful on the side of the enemy, as even to have led one son of Britain to point their cannon against that flag, which he would heretofore have defended singly against a host of foes. Common descent and common language will be pleaded by some, as additional excuses to those of larger pay and more extended freedom; but these cannot be, are not, all; for there have been *many* desertions even to the French; but this, perhaps, is not the place to enlarge upon the various causes which seem to have weakened the *amor patriæ* of our seamen. There are many and powerful causes operating strongly on *all*; and though they are insufficient to break down the barrier of duty which education presents to the gentleman and the officer, they must be allowed to be nearly all-powerful to those not possessed of this advantage. Who should blush when they read the sentence in the same page of the CHRONICLE above mentioned, "a number of the Macedonian's crew have entered into the American service?" I answer, those who have taken no pains to prevent such a disgrace to the navy, and to the nation. And here, Sir, I may safely revert to the great evil from whence, in my opinion, arise most, if not all, the causes of this ignominy—*an insufficient naval government*, in which the want of *numbers* of naval men included in it, has seldom been endeavoured to be compensated by the *choice* of the few who are selected. And why selected? Why, in general, *because the situation is adapted to the convenience of the individual, and not that the individual is adapted to the situation.* But to wave all thought of personal merit, why should four out of the seven persons named as Commissioners for executing the office of Lord High Admiral, be landmen? I believe this constitution of our Board of Admiralty is peculiar, and there is not any similar institution in any other service or profession. What would our brave brethren of the army say, if an admiral and three naval captains, and three country gentlemen, were appointed to superintend their concerns, to guard their honour, protect their privileges, and encourage their zeal? Let us even for a moment suppose, Mr. Editor, that three naval men were sufficient for professional advisers to the first Lord, for the immediate press of passing occurrences, surely there are many matters which others might be employed upon, to the infinite advantage of the service. We require a constant board of *revision* as times change, and require changes of measures adequate to the circumstances of the present moment. I will go one step further. If three naval officers were competent to *all* the naval concerns, why should not naval officers have the preference in filling the other situations at the board. Consider the very few appointments on shore to which naval men have to look forward, and look at the Navy List; and even on the present terms there are doubtless many excellent old servants of his Majesty, who would rejoice to fill the situations which the Hon. W. Dundas, Sir George Warrender, and John Osborn, Esq. now enjoy. To common sense, these offices appear the birth-right of naval men; and I hold it not a small grievance to the individuals, who, from rank and merit, have a right to look up to them, as well as a material injury to the country, that these gentlemen of terra firma, be their merits what they may, thus shoulder us out of our birth-right, and from the post, where the predilection for a long loved, though arduous service, and the practical knowledge of its wants, would have rendered them so honourably useful to their King and Country. Had we, Mr. Editor, a sufficient and efficient Board of Admiralty, I am of opinion, that desertion would be soon obsolete; for as the causes which lead to this disgrace are evident, the cure is as apparent, and not very difficult; that not one of our frigates would have been taken; that our ships would not have the dry rot; that liberality might succeed the present parsimony in very many material points, and *arrangement* so materially lessen the present expenditure, as to admit of that liberality pervading our system at a reduced expense. The naval men now at the board have a most laborious life, with neither emolument to reward, nor patronage to encourage their exertions, and the office is almost ruinous to any, but those whose want of family and local connections, occasions no preference for a home, or who would be otherwise resident in town. I most firmly believe, that many officers who have filled the naval places at the board, have laboured with the most honest zeal, and have neither eaten the bread of idleness, nor slept upon a bed of roses; for so very unpleasant is their situation, that it is said to be the sink of popularity, and often the grave of friendship. I believe the number who at present aspire to the honour of the sitting is small; but if it was once apparent from an improved construction, and the present *borough* seats became also *professional*, and *useful*, that their country and the naval service could be benefited by their exertions, very many more volunteers would be found; and I think it would by no means be an unwise measure, if officers of a certain rank were to state to the first Lord, all of those offices on shore to which naval men are ever appointed, and which they feel themselves competent to, and ready to serve in.

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* This book we will notice in our next Number.

As a veteran, whose experience has shewn him much of the past, and whose observations in retirement may perhaps enable him to calculate for the future with some degree of probable truth, I will venture to call seriously upon our rulers, to take some very important steps, to meet the greatly changed characters of the times, and the actors in them. If the way in which our general naval concerns are now regulated, either with respect to naval architecture, the mode in which our ships are stationed, or the manner in which their crews are obtained and maintained, is not soon changed, the navy of Great Britain will, ere long, be only the shadow of that mighty substance which triumphed under Nelson.

I remain, Sir, yours, &c. A. F. Y.

* * *

MR. EDITOR, *London*, 19*th July*, 1813.

I RETURN you many thanks for your kind insertion of my letters: As my motives are pure in writing, I trust, although my letters are not brilliant in regard to literature, they will still meet with attention. Yet not that I have the vanity to suppose they will be listened to by government. As I do not pretend to dictate, I only venture them as suggestions for the improvement of the navy; nor am I so opinionated as to think I am always right. It has given me much pleasure to read the letters (on various subjects) from your different correspondents. If they do no good, they certainly tend to amuse many a jaded and worn-out officer; and, in all probability, convey ideas that may be useful to him hereafter.

I wish A. F. Y. (page 390, Vol. XXIX.) would render his correspondence a little more impartial: his attack on the naval part of the Admiralty Board, is, I think, perfectly unjustifiable; and I can only suppose he has met with disappointments through those officers, and that his language arises more from pique, than real grievances.—The first of those officers is well known as an officer of ability; and, perhaps, a better seaman does not exist; the other, although not so old in years or servitude, yet his active mind, and exertions, have always given him constant employment. In fact, the point in question stands thus—Were the officers of the navy allowed to select the Board of Admiralty, in less than a week, many of them would lament their own choice: it is impossible and unreasonable to suppose they could please every person. Indeed, the generality of us have so good an opinion of ourselves, that if we were to obtain the three steps at once, we should not consider our services sufficiently remunerated, unless we could obtain a frigate, and yet, perhaps, not a particle of merit can be attached.

No doubt but A. F. Y. may be looked on in a light, which has given him so much jaundice on the occasion, as to attack the Board in so illiberal and unwarrantable a manner; or otherwise he belongs to party. In referring to a note to his letter, wherein he speaks so admirably of Mr. T. Grenville, and his advisers, no doubt now remains. My answer on that subject, without detracting the least from that honourable gentleman, is this—He was at the Admiralty for so short a time, that he had not an opportunity of doing either good or harm; at all events, nothing brilliant took place in his administration. One of his advisers, I believe, had held a seat at that Board, under three first Lords; and, at a time, when a considerable degree of oppression and disgust against the service had taken place. And I shall only remind A. F. Y. that this naval adviser was at the Board, when those captains were reinstated who had been dismissed the service for oppression, and which he so loudly complains of in page 392, but attributes it to family interest: not one of them had any, or even merit, excepting *severity*, which at that time was the order of the day—and, after all, this immaculate adviser of Mr. T. Grenville, had himself been dismissed when a commander; therefore, the candid reader will perceive, that A. F. Y. cannot boast with propriety of the excellency of that Board; and that he shews most fully, all branches have *their partizans*. For my own part, having subscribed myself, IMPARTIAL, I shall strictly adhere to the tenor of that word; and although I have vindicated the present Board generally, I shall yet take the liberty of pointing out their errors, and the great cause of disgust which has been given to a number of officers of high merit and standing: yet, on reflection, I am convinced that the first Lord would have acted differently, had he considered it in its proper light.

If I am not wrongly informed, there is a standing regulation at the Board, that no post captain shall have the command of an eighteen-pounder frigate, until he has been full three years on the post list—certainly a wise and proper regulation, if strictly adhered to; and, I should think, an excellent one for the first Lord, as it puts aside many unpleasant feelings in denial, when he has a standing regulation to abide by. I should recommend, that a regulation, so desirable, and so beneficial for the navy, should pass into an order in council; as it would then prevent those innovations, which creep into it on every change at the Admiralty. It is certainly a hard case to many officers of high merit, and servitude, that they have been refused an eighteen-pounder frigate, because they wanted a few days of the three years: and, on another first Lord's coming into office, he breaks through the regulation, and appoints captains much under the specified time; whilst the only answer given is, *I have nothing to do with the regulations of another Board.* So that captains of five or six years are thrown out for want of sufficient standing, by the one Board, and are considered as too old for a small frigate, by the other; and the large frigates are too few in number to oblige every one. How easily would an order in council rectify this great partiality—the case I allude to, is a recent appointment:—A ship sloop, now registered as a twenty-gun ship, on being ordered to fit for foreign service, and supposed to be going to that destructive climate the West Indies, her captain writes to be superseded; but, on again hearing her destination was altered, he wished to remain in her.—I am told, a correspondence took place between him and the first Lord; the result of which was, that the captain was to have a larger ship, as the other was wanted for her present commander; but who was he? One who stood on the post list, between 40 and 50 higher than the one who had been superseded, and had obtained his rank for taking six privateers. Every one supposed, that the captain who had been superseded (at his own request) would have been put on what is termed the black list; for in former days, if an officer invalided from the West Indies, from ill health, he found great difficulty in obtaining another command; and if it were known he had quitted his ship from fear of climate, perhaps he never would have been employed again. What was the astonishment of every one, on finding, that instead of being put on the black list, he was rewarded with a new 36-gun frigate (King's-built) just off the stocks, and intended for the Channel service. At that time he wanted five months of the three years, agreeable to the standing regulation; and it is even asserted, that a ship has been sent from the Channel, to make room for this new frigate, which of course cannot be disposeable at a moment's warning, as it appears her commander has sufficient interest to do as he pleases—this being the third, if not the fourth ship, he has quitted when ordered abroad: here is a stimulus for giving up a small ship, and choosing our climate. Had Captain Broke (who has an independent fortune) quitted, because his ship was ordered abroad, he would not at this moment have been enrolled as one of the bravest and best officers in the British navy. It is only fair to mention, that a bad leg is the excuse for declining a command on a foreign station: but are not Sir S. Hood, Captains Bedford and Pell, besides others, with the loss of limbs, serving abroad? However, if his case is so bad, that he is obliged to choose his service, why does he not apply for Greenwich Hospital, and give his ship to those whose health, zeal, and ability, will enable them most cheerfully to serve in any part of the world. The captain of the Amphion has also been mentioned, but no one complains of that appointment: he has gained and deserved it, by his own gallant services. For my own part, I care not who is in nor out. I have nothing more to expect, having quitted the service for some years. It is true, I have a son in the navy, but let him get on by his own merit, and gain himself interest by his services.

IMPARTIAL.

*** An excellent Letter from IMPARTIAL will be found in our preceding Volume (Vol. XXIX. page 286.)

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MR. EDITOR, *London, 5th August*, 1813.

IT appearing certain that the Americans are determined to try their strength with us in line-of-battle ships, which they are now building on a large construction, permit me, through the medium of your publication, to point out the inequality of manning in our line-of-battle ships, according to their size and tonnage:—

Bellona, tons 1603, men 590; Theseus, tons 1680, men 590; Sultan, tons 1734, men 590; Conqueror, tons 1842, men 640; Warspite, tons, 1890, men 640; Revenge, tons 1929, men 640; Ajax (late), tons 1970, men 719; Rochfort (building), 2040, is to have 640.

By this list, you will perceive the inequality of the complement of our line-of-battle ships. The Rochfort, which is 200 tons larger than the Conqueror, is to have the same number of men; and the late Ajax, which was 70 tons smaller than the Rochfort, had 79 more men. The Sultan is nearly 130 tons larger than the Bellona—has only the same number of men.

A. B.

* * *

MR. EDITOR, *London, August 12th*, 1813.

THE following occurrence having been related to me by a captain in the royal navy, with an assurance of its authenticity, has induced me to send it you; in the hopes, that through the medium of your valuable work, it may meet the eyes of some of those silly young captains, who seem to think the criterion of being thought a good officer, is the making those under their command completely comfortless and wretched, by withholding the few indulgencies the naval service admits of.

"In the year when an illustrious hero (who has since been raised to the highest honour and rank in the army; and who is no less looked up to by the nation, than beloved by his army) was conveyed from this country to Portugal in one of his Majesty's finest new frigates, the captain of which having asked him whether he did not admire the order and discipline his ship was in, &c. he is said to have answered him in the following words: *viz.* 'Certainly, I could not have supposed it possible; every thing goes on like clock-work: but, Sir, I would not command an army on the same terms you do your ship, for the Crown of England. I have not seen a smile on the face of any individual, since I have been on board her.'"

If you think the above worthy insertion, you shall, ere long, hear again from a constant reader of the NAVAL CHRONICLE,

HAVANNAH.

PLATE CCCXCVI.

MR. EDITOR,

THE accompanying sketch was taken in the year 1792. Among some notes, I find, "The path along shore was nearly obstructed at about four miles from Point Venus, by high cliffs, forming the western boundary of the district of Whapiano. Our guides described to us, that when Captain Wallis visited the island in 1767, there was no walking, even at low water, at the foot of these cliffs, and that there had been a gradual secession of the sea in most parts of the island. On our return to the ship it was flood tide, and we observed many of the natives angling for mullet, in the same manner as we use the fly for trout.

"Several canoes were in motion along the shore; some of them carrying a very lofty narrow sail, of matting. In very smooth water they are able to ply to windward, but the natives never attempt to go any distance with an adverse wind; so that from *Orieteea*, *Huhahayney*, and the other Society Islands, a voyage to *Otaheite* is never undertaken but with a westerly wind, and the same from *Otaheite* to *Maiteea*. Accidents frequently happen, and canoes have been driven off, and no more heard of. *Orepaia*, brother to the King Regent, informed me, that a short time previous to our arrival, his canoe overset coming from *Tetheroah*, a low island in sight to the north of Otaheite, and that after remaining several hours in the water with his wife and crew, they were picked up by another canoe. Like the common canoes, they are fitted with an out-rigger on one side; when the side, on which the out-rigger is, becomes the weather one, the natives, by getting on a stage, extending some distance outside the gunwale, balance the canoe to prevent its overturning. The double canoes require no outrigger, being fastened to each other at about their own breadth asunder, by two spars. Many of these have a small shed, for the accommodation of the chiefs, erected on a platform near the head. The natives have a very simple manner of clearing the smaller canoes of water. It is common to see them jump overboard, and quickly move the canoe backwards and forwards, by which means the water is forced over at each end."—*Omai*, who was with Captain Cook at the island *Wateeoo* in 1777, found three natives of the Society Islands there, distant from it about two hundred leagues. Twenty had embarked in a canoe at Otaheite, twelve years before, bound to *Orieteea* (or *Ulitea*); but, by adverse and violent winds, were driven about the ocean, until they reached *Wateeoo*. Four only remained alive, the rest having died by famine and fatigue. The canoe had overturned, but by clinging to her bottom they drifted to *Wateeoo*. Though only twelve years absent from their native isle, they declined the offer made by Captain Cook (through the medium of *Omai*) of a passage to *Otaheite*. They had been received in the most hospitable manner by the *Wateeooans*, and had formed connections from which they would not separate.

G. T.

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from page 58.]

BULLETIN THE NINTH.

NOV. 1807.—Accordingly went into a public house, was shewn up stairs into the coffee room. In these parts, the public sitting room is generally on the second floor. Here I found a number of people drinking, and a respectable looking Priest at their head. I made my *entré, á la françoise*, as near as I could. Asked if I could have a bed? I could get no answer; but the landlady called aloud for her domestic, Pestre or Peter, who she said was a Frenchman, to explain: he appeared, and asked, in very good French, what I wished to have? Before I gave him a direct answer, I rejoiced at finding a countryman, so unexpectedly, in that remote part of the world. I declared, that I should be anxious to have some conversation respecting the old country presently; but wished first to know, if I could have a bed, and something for supper? he replied, "Certainly; and I shall take care that you are well attended." This poor fellow was certainly very attentive: I supped heartily on soup and bouilli; after which, I insisted upon his giving me his history.

"I was born," said he, "in Nancy, in Lorrain; it is now eleven years since I quitted my native place." Here I interrupted him, and observed, that I had remarked, the moment I heard him speak, a vast difference in his accent; and consequently conjectured, he must have been a long time absent: although, I added, that the Lorrain accent was very different in general to ours in France. He said, that he had forgot a great deal of his mother tongue; "and I assure you," continued he, "I was going to make the same observation with respect to your accent; but you have saved me the trouble, and accounted for the reason. But to return: what has happened to me, was in consequence of being drawn for a conscript; it went against my grain to serve Buonaparte. I am by trade a weaver; I knew I could get a living in any country; and, painful and disagreeable as it was to quit my family, I took French leave, crossed the Rhine, and have been eight years with my present landlord. He keeps a kind of manufactory, where I have worked until very lately. Wishing to have a trusty person in the house, he made me drop my business as weaver, and attend here in my present capacity." I asked him, if he had ever been in Normandy, my part of France? "Never." He wished to know what trade or occupation I had; so I gratified him—"I am a marchand de draps; am going to Constance to receive orders; and finding myself exceeding weary, I rather wish to retire to bed." He conducted me to my apartment, and took his leave. I slept very sound and comfortable. In the morning, at daylight, I settled with my countryman, shook hands, and parted from him. About two, I met with an armed man, in a very retired part; he appeared to be a police officer: however, he asked me no questions, which pleased me much. At the close of the evening, I discovered a number of houses at some distance; and was highly elated, imagining it was a village. When I arrived at them, it proved to be a nobleman's house; but one of the servants had the kindness to direct me to a village, where I arrived late: However, I got a supper of milk and eggs; it being Friday, they would not cook meat: and I had also a bed. The people of the house were young, and had sixteen children, chiefly twins; they appeared very happy.

In the morning I quitted, and marched on towards Constance. I had not gone above a league, when I descried the beautiful lake of that name. The town of Zurich was in view. The high mountains of Switzerland, the summit of which was covered with snow, the variegated beautiful plains at the bottom, interspersed with corn-fields, vineyards, &c. struck the eye with admiration, and afforded a prospect truly magnificent.

At about 5 in the afternoon, I was close to the town of Constance.[*] It appeared large: a number of buildings, representing monasteries and steeples, presented themselves to view, and reminded me of its ancient splendour; but its present state indicated that it had been a long time neglected. The lake[†] looked very beautiful; and was a little agitated, as it blew pretty strong.

Lindau, at the lower end of the Lake, was the next large town in my direction; I was deliberating on the best method of acting for the night; whether I had better take up my abode in the vicinity of the town, or proceed on further towards Lindau, when I met with two young men, genteelly dressed: I saluted them, which they returned very politely. They both spoke French: I inquired what distance I was from Lindau? They informed me, 14 leagues; that I had a branch of the Lake to cross; which before I was ignorant of, in consequence of my map being so very small and confined. As it blew rather strong, they advised me to wait until the next day. I did not intimate being ignorant of having to cross this part; but replied, I had particular business at that town, and should cross if possible that night, as I was obliged to be there early the next day. They had the kindness to direct me to where the ferry boats set out from, and we parted.

I now had to learn, whether there was any risk in demanding a passage: therefore went into a public house close to the water, where I saw several people who appeared to be waiting for a passage. I mixed carelessly with the multitude—called for a small measure of wine, as I saw others do; and, in a short time, I saw two boatmen come to give notice the boat was ready. No passports, or papers, to my great satisfaction, were demanded, although quitting Wirtemburg to go into Bavaria. I addressed myself to the boatmen; my fare was two florins, though I observed the others paid but half a one; and they insisted on it instantly. I disputed the point, until the owner of the boat, a very old man, made his appearance: he observed very kindly, "that if I did not choose to pay, I might remain where I was;" and added, "you are a Frenchman, your friend Buonaparté robs and plunders every body, so it's all fair to make Frenchmen pay." I confess, I paid the fellow with less repugnance, in consequence of this remark, and embarked; which was a novel thing. Behold me now, under sail! In half an hour we were on the Bavarian side; but still, misfortunes and disappointments! They were going to land in a small fortified town; and it struck me very forcibly, that they would examine the passengers on leaving the boat; I consequently felt very unhappy: the sound of drums saluted my ears in all directions, I feared it was for the shutting of the gates. Being landed, I continued with the others through the street; and inquired, without causing suspicion, what time the gates would be closed? They replied, "in three quarters of an hour." To my unspeakable joy, no person appeared to inspect papers. My brother passengers went to an inn, and I inquired the nearest way out, on the Lindau road. Was accordingly directed—found the gate open, and very soon passed it. I met several military men in the streets, and there was a sentinel's box at the gate: however, the darkness of the night, and inclemency of the weather, favoured me.

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[*] Constance was formerly a large strong town, in the circle of Suabia, with a Bishop's See, whose Bishop was a Prince of the Empire; it is famous for a council held in it in 1514, when there were three Popes; but they were all deposed, and Martin the Fifth was elected in their room. The Council caused Jerom of Prague to be burnt, though the Emperor Sigismund had given him a safe conduct, in pursuance of this maxim, that no faith is to be kept with heretics—they condemned the doctrine of Wickliff, and ordered his bones to be burnt, 40 years after he was dead; the inhabitants now are mostly Protestants.

[†] The Lake of the same name runs between Suabia and Switzerland; it is 30 miles in length and eight in breadth; it is crossed by the River Rhine.

I proceeded about two leagues, without falling in with a living creature, or seeing any thing like a habitation. I at length saw lights, and soon arrived in a small village. I was not certain, whether there might not be different regulations in Bavaria from those I had experienced in Baden, Suabia, and Wirtemberg: necessity, however, urged me on; and I went into a public-house—got bed and supper. Several people were drinking in the room where I was,—they laughed heartily at my Frenchified bows and scrapes, and wished me to drink with them, which I declined. I was anxious to go to bed; the servant came to light me—and I endeavoured, in wishing them a good night, to display my French politeness as much as possible: therefore, drawing my shoulders up to my ears, I made each of my half intoxicated friends a most graceful, or rather graceless bow—they set up a horse laugh, and I retired; the fellow who conducted me laughing also the whole way. I slept tolerably comfortable, and felt happy at amusing those fellows, at the same time that it answered my own purpose.

At day-break, I got some breakfast, and proceeded towards Lindau.* My feet were healing very fast, and I advanced with great glee. After passing through several villages on the Banks of the Lake, at about 5, I saw it nearly 4 or 5 miles off. I halted at a small village to refresh myself, conjecturing it was too early to pass the town of Lindau, as it appeared a very large one, and it was Sunday; which gave me reason to expect that I should meet several people in the environs. I therefore entered a public-house, and found two women and a man refreshing themselves: from the landlady, who was an old woman, I got some wine, bread, and sausages; and amused the time until nearly seven o'clock. I then supposed it was proper to proceed; paid the old dame, and sat out, little suspecting what was about to befal me. I had not advanced many hundred yards, before I discovered several soldiers walking fast behind me. I at first supposed, they were afraid of being shut out: I quickened my pace to avoid being overtaken by them. Continued for about three quarters of a league to walk in this manner, until I discovered, on rounding an angle of the road, that I was close to the gate that led to the town: I also saw the town at a considerable distance, on an island, and found this was the bridge gate. The soldiers were close up in the rear: I therefore did not think it prudent to turn back, particularly as I saw my road led on to the left, after leaving the gate on my right hand. I therefore continued onwards—passed the gate, and a sentinel, without being asked a question—and then thought I was clear; but, alas, I was very much mistaken! I was accosted by a man, who it appeared had followed me from the gate, and asked, if I had a passport? in German. I told him I was a Frenchman, and did not understand his language: he immediately explained, in excellent French, that he wished to see my passport. I assured him, I had lost the whole of my papers, and most of my money, with several other things, the last evening, in crossing the branch of the Lake; my pocket-book having dropped overboard: that I was going to Inspruck,* where I had some friends, and thought I could get so far without any trouble, it being only two or three days' journey. The soldiers, on this, advanced from the gate, I supposed through curiosity. He said, "it was farther off than I imagined; that it would be inconvenient to continue my march without papers; that it was then late, and the difference of one night would be nothing to me. That on the next morning the commandant of Lindau would give me other papers, and I could proceed without any apprehension. All this was certainly very reasonable, but it did not by any means suit me. I was very thankful for his counsel, but preferred continuing my route, as my affairs required the utmost despatch. He then said, "I am under the necessity of detaining you;" and he called the soldiers to assist him. I calmly replied, "you need no assistance, my good friend—it is putting me a little out of my way—but I am ready to accompany you wherever you please." O fickle fortune! O cruel destiny! I repeated to myself. How different were my feelings at that moment, from those I experienced after my 9 days wandering through woods, mountains, marshes, &c. and crossing the bridge of Khel! After the misery and excruciating pain I had endured, to get thus far, and have all my hopes nearly blasted. Only one resource was left—which was, to make out a good tale for the commandant; and that I set about forming, as I advanced to the town with my escort. At about half-past eight, I arrived at the commandant's, and was ushered into an extensive vestibule. In a few minutes, this great man made his appearance: he was magnificently dressed, with his sword, &c.; and, as I afterwards understood, was just going to the opera. I need not mention, how sorry I was, for being the cause of detaining him.

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* Lindau was formerly a free and imperial town; but now belongs to the King of Bavaria: it is situated on an island, on the lake in the circle of Suabia. The inhabitants are chiefly protestants.

He could not speak French; therefore, was obliged to wait for his secretary and interpreter; who no sooner arrived, than he called for pen, ink, and paper; placed himself at a table, and, with a great deal of consequence, desired me to advance, and answer the questions he would put to me: he then proceeded thus—"What countryman are you, pray?"—"A Frenchman."—"What part of France were you born in?"—"In Rouen, in Normandy."—"Proceed, and give an account of yourself?"

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* Inspruck, the capital of the Tyrol, with a strong castle, is very populous; and was formerly the residence of the Archdukes of Austria. It is seated in a pleasant valley on the river Inn, 62 miles south of Munich.

"My name is Louise Gallique; my father was a surgeon in Rouen, where I have got a brother (of the same profession) and two sisters. My parents have been dead some time; I got my reform, or discharge from the army, through my brother's interest. I am going to Inspruck, to see some friends; from thence I intend to proceed to Vienna, where I expect to be employed as a clerk in a counting-house."—"How did you lose your pocket-book and papers?"—"In crossing a branch of the Lake, a puff of wind was near oversetting the boat; my pocket-book must have dropped out, as I was leaning over. I cannot account for losing it in any other manner. It was a very great misfortune, as I lost all my money, with the exception of a few loose pieces which I kept in my pocket; also all my letters of recommendation, passport, papers, &c."—"What are your German friends' names?" I told him, French names, they were all of French extraction. He then began to explain the whole to the commandant; and after some minutes' consideration, he informed me, "That I appeared to be a very suspicious character, and they should send me to the guard-house for the night. In the morning I should be lodged in gaol, until I could be identified by the French government; or (in the mean time) by my friends at Inspruck or Vienna. I exposed the cruelty of such conduct to a subject of the Great Napoleon, who was their ally, and the Protector of the Confederation of the Rhine. I added, they might now act as they thought proper; but I had friends who would have their conduct made known. They made no reply, and I was escorted to the guard-house. In an hour after, I was brought back, and underwent a similar examination. They then ordered me to the common gaol, where they apprized me I should be very indifferently treated—in consequence of their suspecting me to be a spy. I disdained so opprobrious an epithet—remonstrated with them again upon the cruelty of their conduct .They were inflexible, and I departed the second time along with the guard.

(December, 1807). On my march to the gaol, I pondered the horrors of being thrown into prison; perhaps cast into a dungeon amongst malefactors of every denomination; and the certainty, in a few days, of being discovered. I also imagined they might treat me with more kindness, if I acknowledged who I was. I therefore desired the chief of my escort to conduct me back to the commandant, which he did. I then told them frankly, who and what I was; how I had escaped, &c. He said, he thought I was an Englishman; and brought a list of the descriptions of prisoners of war, which he had lately received from France; and pointed out my name, before I told him of it. He asked me where my comrades were. I now discovered that this was for our first escape from Verdun. I assured him I could not tell where they were—perhaps in England. I had parted with them the first day. I was anxious to know what other signalments he had? He desired me not to be inquisitive; said I should be better used now; but must be confined in the common town prison, where in a few minutes I was safely deposited; and all hopes of liberty were at an end, at least for the present.

[To be continued.]

HYDROGRAPHY, PILOTAGE, &c.

BRITAIN.

PLYMOUTH.

PURSUANT to the directions of the Lords Commissioners of the Admiralty, a Light Vessel is now moored off the Western Extremity of the Breakwater constructing in Plymouth Sound, with the following compass bearings, *viz.*

West End of the Breakwater	S. E. ½ E.
Shag Stone	S. S. E. ¼ E.
Buoy of the Knap	S. W.
Buoy of the Panther	S. b. W.
Penlee Point	W. S. W. ½ W.
Plymouth Old Church	N. E.

In this vessel, two lights will be exhibited, placed horizontally on a yard, 26 feet asunder, and 12 feet above the level of the sea: and masters and pilots are to observe, that all vessels coming into Plymouth Sound, must keep the lights on their starboard hand, which will take them clear of the Breakwater, and to the westward of the Panther and Knap. The lights will be exhibited for the first time, on the night of Thursday the 15th instant, and continued constantly from sun-set to sun-rise, for the guidance of all ships sailing in and out of Plymouth Sound. *(Trinity-house, London, 1st July,* 1813.*)*

WALES.

THE light on the Smalls (whose destruction is recorded at page 478, of the last Volume), has been re-established.

EASTERN SEAS.

Extracts from the Log-book of H. M. S. Belliqueux, George Byng, Captain; William Mackellar, Master.

Remarks, &c. made during a passage from China to Penang, 1807.

[Concluded from page 66.]

AUGUST 6th. At 5h. 15m. the Hare's ears* bearing S.E. ½ S. 3 leagues, wind S.W. b. S. took several bearings at intervals: observed a low flat island lying 2 or 3 miles N.E. b. N. off the Hare's ears; we gave it a good berth, steering E. b. S. at 7 no apparent danger in sight. When the island bore S. had no bottom with 50 fathoms line, at same time came on a squall with rain, distant off the island 2 or 3 miles, 10 m. after sounded 25 fathoms, then 15, decreasing rapidly to 5½, when the helm was put a-weather, steering E., E.N.E., and N.E. not deepening our water came to the wind on the larboard tack, we had then irregular soundings, 7, 9, 12, 15, and 17 fathoms; veered ship, and stood E.N.E., when we again shoalened our water to 8 fathoms, bore up and steered N.E. when we deepened gradually to 45 fathoms, hauled up E.N.E., E. b. S., and E.S.E., soundings from 40 to 50 fathoms coarse sand: when in the shoalest water, the northernmost Hare's ear was on with the north. corner of Flat island, bearing S. 40° W. This shoal, which we name the 'Belliqueux' (having no chart on board which takes notice of it), extends from Flat island 5 or 6 miles N.E. it is a bed or ledge of rocks, for in fact we saw them plain under our bottom, and have no doubt but that some parts of it are dangerous, and ought to be avoided, which is done by keeping within 6 or 7 miles of the Mindanao shore, till the Ears are open to the southward of Flat island; you may then steer as high as you please over for Basilan island. At noon, light variable winds: latitude observed 7° N. took the bearings of the land as follow:—Flat island S. 86° W. Hare's ears (partly shut in with each other), S. 78° W. the extremes of Basilan from S. 4° W. to S. 55° E. soundings 44 fathoms coral and small red stones. At 2 P.M. a pleasant breeze sprang up from S.S.W. made all sail steering E.S.E. and S.E. b. E. soundings 42, 42, 35, 35, 28, 30, 25, and 19 fathoms, mostly a rotten coral bottom, drawing in with the Basilan shore, which appeared bold. At 4 P.M. saw the town of Samboagan (on the Mindanao shore, bearing due north; it is situated close to the beach, and had a respectable appearance. Observed a fort (or battery) eastward of the town; also several large buildings, which latter appeared to be of wood. It seems to offer secure anchorage, being sheltered by two woody islands, lying about 1½ or 2 miles off-shore, from whence several reefs are said to extend. At 5, falling little wind, and that coming from S.E. quarter, hauled into a bay on the Basilan shore, and anchored with the small bower in 17 fathoms sand and rotten coral; the extremes of the bay from S. 51° E. to S. 70° W. eastern low island in one with Samboagan N. b. W. round island in one with Button isle, from E. 9° N. to E. 3° S. veered to half a cable, sounded in the boat a-round the ship, and in towards the shore two miles, found the water shoalen gradually to 11 fathoms, very good ground, and think any ship going through the strait may stop here in case of need, a tide or longer with safety. The island of Basilan lies nearly in an E. and W. direction; some parts are high and mountainous, one sugar-loaf hill in particular at the eastern extremity is to be seen at the distance of 19 or 20 leagues. It is the first land visible in coming from the S. Saw several cultivated spots a-breast of the ship, with a few shabby looking huts scattered here and there; two canoes passed at some distance: in the night a number of lights seen along shore in the bay; whilst lying here had regular tides, the flood setting W.N.W. and the ebb E.S.E. 2½ miles *per* hour; high water full and change at ½ past 4 o'clock. At noon, whilst at anchor as above, latitude observed 6° 44′ 50″ N. longitude *per* chronometer 121° 7′ E. At 1 P.M. the tide coming in our favour, and wind S.E. weighed and made sail, working out through the middle passage, which we found very safe, soundings from 20 to 50 fathoms grey sand; by 8 o'clock clear of the strait, and entered the Celebes sea, through which had light variable winds, mostly from the S.E. quarter.

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* The vernacular name of these two islands is Sangboy, and Teinga, that of Captain Byng's "Flat Isle;" as will be more amply described at a future page of this volume, in a continuation of the comparative description extracted from Horsburgh, which the space allotted to the hydrographical section of the CHRONICLE would not admit of completing at present.—(HYDROGRAPHER.)

August 12th. At noon, latitude observed 3° 47′ 53″ N. and longitude by chronometer 122° 23′. At 4 P.M. observed the distance of the ⊙ and ☾'s nearest limbs, the mean of three which gave the longitude 122° 31′ 15″ E. Occasionally found a north-westerly current.

August 16th. The wind still continuing in its old quarter from S. to E. and finding all attempts to get eastward into the Molucca sea fruitless, at 5 P.M. bore up for the strait of Macassar.

"August 17th. At 3 h. 30 m. P.M. saw the land of the Celebes (which is very high) bearing S. b. W. at 6 the extremes of the land from S.W. b. W. to S. off shore 7 or 8 leagues; the wind coming westerly, tacked occasionally, working along shore for the strait.

August 21st. At 6 A.M. saw Point Ronoangan, on the Borneo shore, bearing W. ½ S. 13 or 14 leagues, Cape Rivers on the Celebes then bore N. 70° E. At noon latitude observed 1° 3′ N. longitude *per* chronometer 117° 51′ 16″ E. Ronoaugan point W. 4° N. 11 leagues; North Walcher S. 16° E. 7 leagues. We have been very unfortunate in our winds, in fact, ever since we left China; and although we bore up for Macassar strait, the wind still came contrary, in working over towards the Borneo shore, the current changed from the N.W. to S.W. at the rate of 1 mile *per* hour.

August 22d. At 8 P.M. entered the southern hemisphere; standing down the strait as the wind permitted; soundings from 50 to 20 fathoms, sandy bottom.

August 25th. At 11 h. 10 m. A.M. shortened sail, and anchored in 6½ fathoms; extremes of the land from S.W. b. S. to N.E. ½ E. off shore 5 or 6 miles: expecting, agreeably to the charts, we were off a village called Gooty, where refreshments are said to be procurable: sent the boat on shore to look for it, or find out its entrance; but the boat returned after a long and fruitless search, nor were a single hut, or the smallest signs of cultivation, distinguishable from the ship as far as the eye could extend. No current or tide perceivable while we remained at anchor: after refitting the necessaries about the rigging of the ship, on

August 26, at 5 h. 20 m. weighed and made sail to the southward: the wind coming S. and S. S. W. tacked occasionally; other circumstances occurring, on

August 27th, anchored again at 7 h. 15 m. P.M. in 6½ fathoms, extremes of the land from N.E. b. E. to S.W. b. S. off shore 4 or 5 miles.

August 28th. At 9 h. 10 m. A.M. weighed and made sail with wind at S S.W. tacked occasionally. At noon, latitude observed 1° 31′ S. extremes of land from W.S.W. to N. soundings since under weigh from 6 to 20 fathoms, muddy bottom.

August 29th. At noon, latitude observed 2° 3′ S. longitude by chronometer, 114° 20′. Saw Tanjong-Ares, or Ragged point, bearing S. 62° W. distant 4 or 5 leagues. Ragged point certainly is well so named from its appearance, the trees all scattered and irregular; it is to be known at first sight, the other land being low and even. At 5 h. 30 m. standing along shore S.W. b. W. saw three different patches of breakers extending from S.S.W. to S.W. b. S. distant from the ship 6 miles; extremes of the land from W. to S.S.W. Ragged point W. 8° S. distant off shore 8 miles, stood in and anchored in 6½ fathoms, Ragged point W. 3° S. 8 or 9 miles. (This is also called by some persons Tanjong-Lapar.)

August 30th. At 5 weighed and sailed to southward; in working through this passage between the breakers, which is not more than 8 miles broad, are irregular soundings from 7 to 17 fathoms coral bottom. At noon, latitude observed 2° 26′ 47″ S. longitude by chronometer, 114° 25′ E. Saw the shoal, which we discovered last night, bearing N. 70° W. distant from the ship 2 or 3 miles. Tacked ship, extremes of the land from S. 56° W. to N. 38° W. other breakers run S.E. b. E. 5 or 6 miles. At ¼ past 3 P.M. had the satisfaction to see that we had weathered all the broken water; soundings along shore after leaving the narrows 15, 15, 17, 16, 14, 14, 12, and 11 fathoms fine sand. At 6, extremes of land from N.W. b. N. to Foul point bearing W. b. S. At ½ past seven anchored in 11 fathoms, Foul point W. 5° S. 7 or 8 miles.

August 31st. At 5 A.M. weighed and sailed; wind S. tacked occasionally, working down the strait; passed between Poolo Lout and the Three-alike isles.

September 4th. At noon clear of Macassar strait, and entered the Java sea, where for the first time this voyage, we got the regular wind. Latitude observed 4° 42′ S. and longitude by chronometer 115° 59′ E. standing over for the Java shore, which we saw at 1 P.M.

September 7th. Stood along shore to northward, and on

September 9th, at 8 h. 10 m. A.M. anchored under Japara in 9 fathoms, the point bearing E.N.E. distant off shore 3 or 4 miles. After some necessary delay, on

September 12th, at 6 h. 30 m. A.M. weighed and proceeded for the strait of Banca with pleasant weather, and a light breeze from the S. and E.

September 17th. At 6 P.M. saw the isle of Lucepara* (which forms the southern entrance of the strait), N.W. b. W. distant 7 leagues; soundings 12 fathoms; the weather being favourable, with steady breezes, we persevered in running through the night, as the ship's company, from our long passage, was become sickly with scurvy: steering W. b. N. and N.W. b. W. till we saw the land of Sumatra: at 12, Lucepara E. soundings 6 fathoms muddy bottom.

September 18th. Thinking ourselves sufficiently near to the Sumatran shore, and in the fair channel, bore up to N.N.W. soundings 6½, 7, 7¼, and 6 fathoms soft bottom. At 3, shoalening our water to 5 fathoms, and thinking from appearance that we were too near the shore, steered N. b. W. still shoalening our water, hauled up still more to westward; by this time sail was reduced to the three top-sails. At 10 m. past, shoalened to 4 fathoms, let go the anchor, when the ship grounded abaft; had under the stern 3¼ fathoms: at daylight we found our eyes had been deceived by the appearance of the shore, owing to which, together with a strong current, we had grounded on the edge of the sand bank lying N.W. of Lucepara, as will be seen by our bearings when aground, as follow:—Lucepara isle S. 48° E. on the Sumatran shore, Lucepara point S. 42° W. First point, N. 26° 30′ W. Sounded around the ship, found the ground very uneven, some casts 5 fathoms soft, others 3 fathoms hard, two cables' length east from the ship 2½ and 2 fathoms: got the stream-anchor and cable out to westward, and hove in on it occasionally. However, the tide beginning to make in our favour at noon, with a fine breeze at E.S.E. at 2 P.M. the ship floated; slipped the stream and bower cables, and anchored in 5 fathoms, muddy bottom. Lucepara S. 50° E. First point on Sumatra N. 26° W. Did not sustain the smallest damage, never having had less water around the ship than 18 feet; sent a prize vessel we had in charge to weigh our anchors, which she did; and brought them alongside next day at noon. Our bearings serve to shew that the channel is not so broad as represented in the charts; and ships passing through in the night ought to be cautious. Indeed, anchoring is to be recommended if the fair channel be not entered before dark. It is farther to be observed, by way of guide along the Sumatran shore, that the deepest casts in the shoal were soft muddy bottom. Got all to rights, and on

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* The geographical site of Lucepara, according to the "Requisite Tables," is in latitude 3° 11′ 20″ S. longitude 106° 18′ 46″ E.——(I. S. S.)

September 20. at 6 A.M. weighed and made sail through the strait with a pleasant breeze at E.S.E.

September 21st, at noon cleared the strait, standing to northward.

September 23d, A.M. entered the northern hemisphere; winds light and variable. On our approaching Sincapour Strait, had baffling, and frequently contrary, winds: anchored occasionally.

September 27th. Entered the strait of Malacca, where we still found the winds variable from N. and E.

October 1st. At 4 h. 30 m. P.M. anchored in Malacca* road, after a tedious passage of twelve weeks."

We here resume the thread of Mr. Horsburgh's comparative description of several places in or adjacent to the Belliqueux's track.

[Continued from page 67.]

" The Channels south of Baseelan, appear to be safe, some of which may be chosen, when the winds or currents are unfavourable for proceeding to the northward through Baseelan Strait. There are safe passages betwixt some of the islands to the westward of Belawn, but they are not frequented; a ship proceeding through any of them, must take care of Takoot Saanga, a coral shoal distant about 5 miles E.S.Eastward from the Duo Bolod. The channel betwixt the southern coast of Baseelan and the islands in the offing, is very safe, the least water said to be 9 or 10 fathoms; but it is not so wide as the Tapeantana Channel, which is the next to the southward, and mostly frequented. Approaching the islands to the eastward of Sooloo, care is requisite in the night, on account of a high pyramidal rock, situated about 8 or 10 leagues S.Eastward from the east end of Sooloo, and about 40 miles east of Sooloo town by chronometers.

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* Malacca, according to the "Requisite Tables," is situated in latitude 2° 12′ 6″ N. longitude 102° 8′ 45″ E. from Greenwich: the difference in time being 6 h. 38 m. 35 s.——(J. S. S.)

Tapeantana Channel, bounded on the north side by the island of this name and Lanawan, and by the islands Belawn and Tattaran to the southward, is 2½ leagues wide in the narrowest part between Lanawan and Tattaran; but nearly 5 leagues wide at the entrance, betwixt the eastern part of Belawn and Tapeantana,

Tapeantana Island, has a regular peaked high mount on the western part, with low land stretching out to the eastward; the S.E. point is in latitude 6° 14½′ N., longitude 122° 8′ E.[*] by lunar observations taken by Captain Heywood and myself, corresponding within 2 miles of each other. Boobooan island, situated a little to the northward of Tapeantana, is very like it; having a mount of similar shape. Close to the eastward of these, there are some low isles not placed in the charts, the largest of which, lies off the east side of Boobooan; and a reef projects from the north part of Tapeantana, toward these low isles.

Belawn,[†] the outermost island on the south side of the channel, is the largest of these islands; having a high round mount on its western part, with a long space of low level land, extending several miles to the eastward. The east point of this island is in latitude 6° N., bearing nearly south from the east point of Tapeantana. Near the north part of Belawn, to the eastward of Tattaran, there are two small islets called Dipoolool; and about 2 miles off the N.W. end of Tattaran, lies a rock above water.

Tattaran, and Lanawan, are two small islands of middling height; and until the west end of the latter bears north, there are no soundings in coming from the eastward into the channel. When the current or ebb tide is running to the eastward, a ridge or line of strong ripplings appear sometimes like breakers, occasioned by the stream falling off the edge of the bank into deep water. When soundings are got on the steep edge of the bank, the water shoals immediately to 10 or 9 fathoms, soft bottom; and we found no less in the channel. In the south side of it, toward Tattaran, the water is much deeper; but the bottom there is not so even, nor so soft as in the northern side near Lanawan, which island is about three miles to the westward of Tapeantana.

Tamook Island, in latitude 6° 28′ N., longitude 121° 56′ E. by lunar observations and chronometers, distant 4 or 5 leagues N.Westward from Lanawan, is rather low: the fair channel is between it and the Duo Bolod, which are two remarkable hummocks, about 4 leagues westward from Tattaran. When a few miles to the westward of Lanawan the depths increase, which from thence to the south point of Mataha, are irregular from 25 to 40 fathoms; but from 30 to 35 fathoms, are the common soundings in the fair track. The bottom is fit for anchorage, consisting of sand and gravel, mixed with coral in some places: near the south side of Tamook, there are coral overfalls, and the depths less than at 4 or 5 miles distance. The tides in the channel to the southward of Tamook, set nearly N.W. and S.E.; the ebb to the S.Eastward, strongest in the S.W. monsoon, about 2½ and 2 miles per hour on the springs. This seems also to be the case in the opposite season, for in March we had the tide setting from 1 to 2 miles per hour to the S.Eastward, and only a short slack when the flood ought to have been running to the N.Westward. Having calms and faint variable airs at this time, we were obliged frequently to remain at anchor; and were 8 days from entering the Tapeantana Channel, until we cleared the islands to the N.W. of Baseelan.

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[*] The chronometers made it a little more to the westward, by admeasurement from Cape Donda.

[†] The fishermen wished to carry the Anna to this island, where they said we could anchor off a large village, and be supplied with good water, and refreshments; but some of the principal men of the place, who came on board, seemed to have sinister intentions.

Mataha South Point, in latitude 6° 32′ N., longitude 121° 50′ E. by chronometers, distant about 2 leagues N.W. b. W. from Tamook, forms the eastern boundary of the entrance of Peelas Channel; which is bounded by the Island Peelas on the west side. Mataha, and the other islands betwixt it and Baseelan are low and woody.

Peelas, is the largest of the islands that lie near Baseelan, being about 2 leagues in length north and south, all low level land, excepting the north part, where there are two hills: contiguous to its eastern shore, there is a small isle called Tagowloo.

[To be continued.]

PLATE CCCXCVII.

THE accompanying plate represents the south end of Northumberland Strait, taken on board H. M. S. Belliqueux, in 1807, shewing the track of that ship, with the soundings, shoals, set of the currents, &c. It is constructed from a sketch for which we are indebted to the same worthy and distinguished officer who enabled us to present to the service the first authentic representation of the Scarborough * shoal in the China seas. The nautical description of the present chart is to be found in its appropriate department of the work (page 64); but to save the reader the inconvenience of immediate reference, as well as for more complete illustration of the subject, we are glad to augment this explanation of the plate by a comparative account of the same navigation, taken from the "Sailing Directions, &c." of the Hydrographer to the East India Company, as being a work the knowledge of which cannot be too generally disseminated among the naval profession.

"The strait of Mindora is separated into two channels by the Apo reef; the western one, formed betwixt the reef and Calamianes, is about 4 or 5 leagues wide, and called sometimes Northumberland strait; and the other, betwixt the west coast of Mindora and Apo reef (properly Mindora strait), is about 7 leagues wide. This channel is preferable to the other, particularly in the night.

The islands East and West Ylin, and Ambolon, with a contiguous islot, front the S.W. end of Mindora at a small distance, and are of moderate

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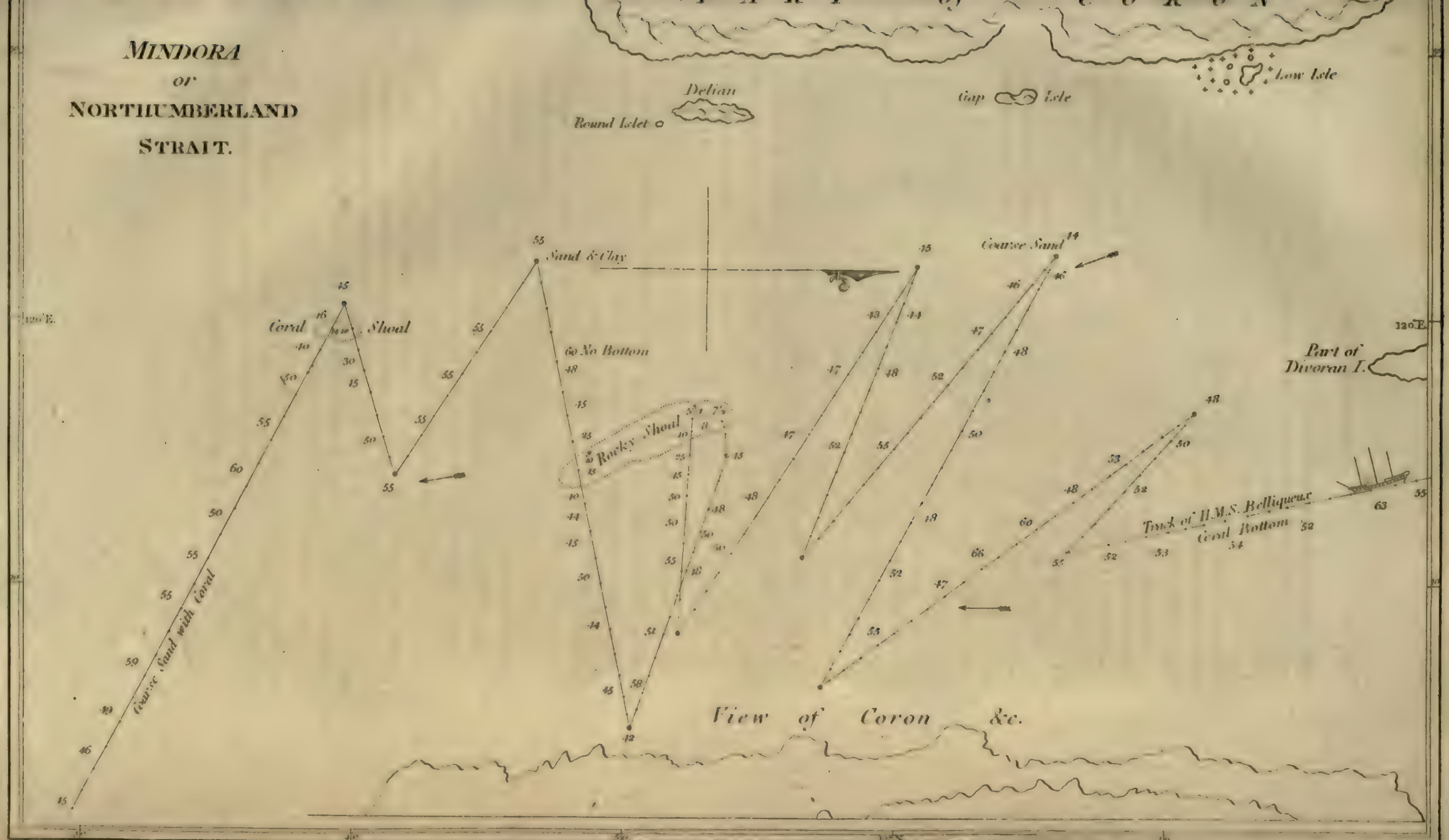
* Plate CCCXCII. Volume xxix. pages 489, 492.



London: Published by J. Gold, Naval Chronicle Office 103 Shoe Lane, August 31, 1813.

height; Ambolon being the westernmost of these three islands, but East Ylin projects farthest southward. The south end of this island is in latitude 12° 9′ N. longitude 121° 15′ E. or 7° 43′ E. of Macao by chronometers, and bears from the dry sand-bank off Panay N. 38° W. 20 or 21 leagues. In running across from Panay towards these islands in the night, care must be taken when borrowing on the east or windward side of the channel, in order to give a berth to the Buffalos, and the sand that projects from the Simarara islands. When within 6 leagues of Ambolon and Ylin, haul westward, and keep at 4 or 5 leagues distance from them, until their southern extremity bears E.S.E. ½ S. being then clear to the northward of the coral banks that lie westward of these islands, you may haul in for the Mindora shore. Exclusive of the shoal that is reported to project from these islands S.Eastward several miles, there is a coral bank, or a chain of banks, to the westward of them; for in working southward on board the Anna, returning from China in June, 1792, we got suddenly into 13 and 9 fathoms bright coral rocks seen under the bottom, and immediately after tacking to westward got no soundings. The observed latitude was 12° 13′ N. when we tacked at noon in 9 fathoms, with the low point at the S.W. end of Mindora, bearing E.N.E. ¾ N. extremes of the islands near it from E N.E. to E. b. S. ¾ S. the body of Ambolon E. ½ S. distant nearly 3 leagues, and the Calamianes from W. to W.S.W. ¾ S. After standing westward 4 miles, stood back and tacked on the edge of the coral bank in 13 fathoms, with the southern extremity of the islands off the S.W. end of Mindora, bearing E. b. S. ¼ S. and the body of the southernmost island E. ¼ S. distant 3 or 3½ leagues. From thence stood 3 miles N.Westward, and saw the rocks under the bottom on a coral patch with apparently 12 or 15 fathoms water on it, but before the lead could be hoven, we were off it out of soundings. The Calamianes bore then from W. ¾ S. to S.W. ½ W. distant about 8 leagues. The islands off the S.W. end of Mindora from E. b. N. to E.S.E. ¼ S. Ambolon the nearest island, distant about 4 leagues. As the Lord-North and other ships seem to have passed within a few miles of the west side of Ambolon without getting soundings, these coral banks are probably detached from the islands. It may nevertheless be prudent to keep about 4½ or 5 leagues from the west side of the islands, in order to pass outside of these steep coral banks or bank; for the verge of soundings was conspicuous, by the discoloured water which appeared shoaler in upon the bank to the eastward, than where we tacked in 9 and 13 fathoms; but no broken water could be perceived. From 10 or 12 fathoms the bank shelves down to no ground, 80 fathoms at the distance of ½ a cable's length westward.

" Port Mangarin, formed between point Boruncan (the southern extremity of Mindora) and the contiguous islands Ylin and Ambolon, is sheltered from all winds, with good depths of water; but at the entrance, betwixt the N.W. point of Ylin and Mindora, there are some rocks, with 5 or 6 fathoms water between them.

" Calamianes are a group of high islands of various sizes, situated between the north end of Palawan and Mindora. The largest called Busvagon is distant about 14 or 15 leagues from Mindora; and with the small isles that line its eastern shore bounds Northumberland strait on the west side. Should circumstances make it advisable to pass through this strait, a ship ought to borrow toward Busvagon and the isles on that side, which are safe to approach; particularly with a westerly wind the Apo reef ought to have a wide berth. On the east side of Busvagon there are soundings among some of the small isles, and anchorage in one part near the shore of that principal island. Coron, situated to the southward of Busvagon, is also a considerable island, with small ones near it, and forms the southern limit of the Calamianes, in latitude about 11° 48′ N. longitude 120° 1½′ E. being the N.Westernmost island of the group; and Calavite is the northernmost, situated in latitude 12° 26′ N. longitude 120° 6′ E. by our observations in the Anna, corresponding with Captain Mac-Farlane's chronometer, which made it 14° 39′ E. of Poulo Domar, whilst proceeding by the Palawan passage toward China, on board the Castlereagh, in October, 1804.

" Apo[*] reef or shoal is said to extend about 9 or 10 leagues in length, nearly N.W. or S.E. the southern extremity being in latitude about 12° 26′ N. and the north end in about 12° 47′ N. and 120° 18′ E. bearing nearly due S. from Calavite point. Probably its extent is within these limits, for being steep-to without soundings, ships generally keep at a considerable distance from it in passing; hence its exact extent remains imperfectly known. We saw 3 or 4 of the rocky islots that lie on the north part of the shoal, and extend from latitude 12° 33′ N. to 12° 39′ N. on one of the two northernmost there is a sandy beach, and two small rocks were seen several miles to the westward of them. These rocky islots on the Apo shoal may be perceived from the deck about 3 leagues; they are black rocks, and when visible from the mast-head bearing about W. 5 or 6 leagues distant, the island Ambolon will be seen from the deck, open with the S.W. part of Mindora.

" The west coast of Mindora has no soundings, excepting in some of the bays, or within 1 or 2 miles of the shore in some places. Inland, double and treble chains of mountains extend through the island, but some low points of land project from them into the sea. From the low point Mangarin, opposite the north end of Ambolon, the coast is low and woody close to the sea for the distance of 4 or 5 leagues N.Westward, having a beach and some inlets like rivers in this space with the village of Ihlin. There is said to be a shoal stretching along the shore to the southward of Usuanga bay, with two islets close to the coast, in latitude about 12° 35′ N. Usuanga bay, about 6 leagues northward of Ambolon, is about 1½ mile wide, and nearly the same depth inland, with soundings of 30 fathoms in the entrance, decreasing to 8 or 9 fathoms sandy bottom inside. A rocky reef, with soundings from 1 to 3 fathoms on it, projects from the north point of the bay above ½ mile southward, which must be avoided should a ship stop here for water. It is prudent not to anchor under 10 or 12 fathoms, without first examining the ground; for, near the rocky islots at the bottom of the bay, there is shoal water and rocky bottom. Fresh water is found in a large pound at the S.E. side of the bay. Point Dongan is a low projecting head-land, about 3 leagues farther northward, in latitude about 12° 48′ N. having two small islands off it, and a bay on the north side. From hence there are soundings within 2 miles of the shore, as far as Santa-Cruz point, situated 5 leagues more northward, where a ship may occasionally anchor off the river and village of that name. The coast hereabouts abounds with good pasturage, and in sailing along we saw herds of bullocks grazing. N.W. of Santa Cruz point lies Mamburao, or Tubili bay, said to be full of shoals, extending a great way out from the shore. Palaon bay, about 2 leagues eastward of Point Calavite, extends northward into the land about 3 or 4 miles, and is of circular form, having a reef projecting from the western point of the entrance. The soundings in it are from 30 to 15 fathoms sand or mud, where a ship may anchor and procure fresh water at a small village, near a river, with a red cliff at the bottom of the bay. Point Calavite, in latitude 13° 27′ N. and longitude 120° 20′ E. from Greenwich, or 6° 48′ E. from Macao by chronometer, forms the N.W. extremity of Mindora, and bears N. 31° W. from Ambolon, distant 29 leagues. Betwixt the point and Palaon bay there are soundings near the shore, which is bold to approach; for the few rocks that are interspersed along this part of the coast adjacent to the point lie close in; one of them just above water has a sandy beach adjoining upon the projecting part of the coast that forms Calavite point. Over this point stands a very high mountain, of regular sloping form, which is visible at a great distance in clear weather. A ship, having rounded the islands off the S.W. end of Mindora, as before directed, after hauling in for the Mindora coast to avoid the southern extremity of the Apo shoal, ought with an easterly wind to keep within 2 or 3 leagues of that coast, in proceeding along it northward. With a westerly wind she should not exceed the distance of 5 or 6 leagues at most from the coast, until clear to the northward of the Apo; and in the night it is prudent to borrow nearer to the coast than to the shoal. Variable winds, or land and sea breezes may be expected here in March and April, and also along the coast of Luzonia."

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[*] N.C. xxvi. 56.

Naval Poetry.

THE MIDSHIPMAN.

[*From the Acadian Recorder, Halifax, May 22.*]

OF BRITAIN's future hopes I sing,
From which unnumber'd chiefs shall spring,
To guard their NATIVE LAND and KING;
In short I sing the *Midshipman*.

When tossing on old Ocean's foam,
Perhaps a thousand leagues from home,
No danger can his mind o'ercome;
Or daunt the dashing *Midshipman*.

Should hosts of foes appear in sight,
With joy he hails the coming fight,
No hostile fleets can e'er affright
The little fearless *Midshipman*.

When shot like hail fly thick around,
Inflicting many a fatal wound,
Unaw'd he hears the cannon sound;
'Tis music to the *Midshipman*.

The battle o'er, he views with pain,
The deck spread o'er with numbers slain,
Nor pleads a wounded foe in vain,
To move a gallant *Midshipman*.

His faults partake of virtue's hue,
For still to King and Country true,
And though temptation may subdue,
Can never change the *Midshipman*.

From thence a NELSON,—DUNCAN sprung,
Brave HOOD, and numbers yet unsung;
Let not then a despiteful tongue,
Defame the name of *Midshipman*.

PETER.

* * *

IMPROMPTU,

On the Dinner bespoken by the Crew of the CHESAPEAKE, *who pledged themselves, in the course of a few hours, to bring the* SHANNON *into port.*

THE bold *Chesapeake*,
Came out on a freak,
And swore she'd soon silence our cannon;
While the Yaukees in port
Stood to laugh at the sport,
And see her tow in the brave *Shannon*.

Quite sure of the game,
As from harbour they came,
A dinner and wine they bespoke;
But for *meat* they got *balls*
From our staunch wooden walls,
So the dinner *Engagement* was BROKE.

Marine Law.

A COURT MARTIAL assembled on board the San Domingo, at Bermuda, on the 27th, and continued by adjournment to the 31st of May, to inquire into the conduct of Captain John Surman Carden, the officers and crew, of H. M. late ship Macedonian, on the capture of that ship by the American ship United States, and to try them for the same. The Court having most strictly investigated (during its sitting of four days) every circumstance, and examined the different officers, and many of the crew, and having very deliberately and maturely weighed and considered the whole and every part thereof, was of opinion,

" That, previous to the commencement of the action, from an over anxiety to keep the weather guage, an opportunity was lost of closing with the enemy; and that, owing to this circumstance, the Macedonian was unable to bring the United States to close action, until she had received material damage; but as it does not appear that this omission originated in the *most distant wish* to keep back from the engagement, the Court is of opinion, that Captain John Surman Carden, the officers, and ship's company, *in every instance throughout the action, behaved with the firmest and most determined courage, resolution, and coolness,* and that the colours of the Macedonian were not struck until she was unable to make farther resistance. The Court does, therefore, most honourably acquit Captain Surman Carden, the officers and remaining company of his Majesty's late ship Macedonian; and they are most honourably acquitted accordingly.

" The Court observed, it could not dismiss Captain Carden, without expressing its admiration of the uniform testimony which has been borne to his gallantry and good conduct throughout the action; nor Lieutenant David Hope, senior lieutenant, the other officers, and ship's company, without expressing the highest approbation of the support given by him and them to their captain, and of their courage and steadiness during the contest with an enemy of very superior force; a circumstance, that whilst it reflects high honour on them, does no less credit and honour to the discipline of the Macedonian. The Court also feels it a gratifying duty to express its admiration of the fidelity to their allegiance, and attachment to their King and Country, which the remaining crew appear to have manifested, in resisting the various insidious and repeated temptations which the enemy held out to seduce them from their duty, and which cannot fail to be fully appreciated."

Commodore Henry Hotham, Captain of the Fleet, President.

The President, on returning Captain Carden his sword, in a most elegant and animated speech, highly extolled the distinguished valour displayed by Captain Carden, and concluded by saying, that whenever the honour of the British flag should be intrusted to him, he would crown it with additional honours.

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(July—August.)

RETROSPECTIVE AND MISCELLANEOUS.

IN our last number we had the satisfaction to announce the capture of the American frigate Chesapeake, by H. M. S. Shannon. We have now to record another event every way honourable to the British arms; we mean, the capture of the American sloop of war Argus. She had done much damage to our small shipping in the Atlantic, and had at last ventured into the Irish Channel, where she was taken by the Pelican sloop, Captain Maples, after a very severe action. The Americans told us, that we were not to reckon upon our superior valour by sea, till we could boast of more than one instance—that of the Shannon and Chesapeake. Here, then, is another in point; and we doubt not of giving them yet as many more as they will give us opportunities. The Pelican carries sixteen 32-pounder carronades, and a complement of 121 men; the Argus 20 guns, of the same description and weight of metal, with a crew of 136 sailors. When, in our Gazette intelligence, we shall come to transcribe Captain Maples's account of this action, it will be found to correspond in many points with that between the Shannon and the Chesapeake; respecting which we shall now extract, from a Halifax Paper, another account, and subjoin to it some particulars of the practices and means made use of by the Americans in fighting.

The following details being the result of diligent enquiry derived from authentic sources of information, may be relied upon as substantially correct:—

" The Shannon was lying-to, under top-sails, top-gallant sails, jib and spanker, with just steerage way, awaiting the approach of the Chesapeake, and leaving it in her power to commence the engagement as she pleased, either at a distance or close, either on the starboard or larboard side. She came down in a very gallant style on the Shannon's weather and starboard quarter, till within half-pistol shot. The Shannon's men having orders to fire as they could bring their guns to bear, commenced by firing first their after guns on the main deck, and then their aftermost carronade on the quarter-deck, just as the Chesapeake's bows were upon their quarter; these two guns were distinctly heard before the Chesapeake returned her fire, which then became furious on both sides; but the superiority of the Shannon's was so great that at her second broadside nearly all the men were swept from the upper deck of the Chesapeake. About this time the ships came in contact, and the Chesapeake having shot rather a-head, was caught by one of the Shannon's anchors, and lay obliquely athwart her starboard bow, exposed to a most tremendous fire from the Shannon's after-guns, which battering her lee-quarter, and entering her port holes, from thence towards the main-mast, strewed her main-deck with killed and wounded. A small open cask of musket cartridges, in an open chest abaft the mizen-mast of the Chesapeake, now caught fire and blew up, and when the smoke it occasioned had blown away, Captain Broke saw the favourable moment, and instantly, with a few men, not exceeding twenty, boarded her about the mizen rigging from the starboard bow. Not a man was left standing on the Chesapeake's quarter-deck when she was boarded, but about twenty made a slight resistance on her gangway, who were instantly driven before the foremast, and being there obliged to stand, fought desperately, but were quickly overpowered. A few endeavoured to get down the fore hatchway, but in their eagerness prevented each other; some jumped over, and one or two of them escaped by getting in again at the main deck ports. Captain Broke and his first boarding party were almost immediately followed by between 30 and 40 marines, who secured possession of the Chesapeake's quarter deck, dislodged the men from the main and fore tops, that were firing down on the boarders, and kept down all who attempted to come up from the main deck. Being thus completely captured, Mr. Watt, the 1st. Lieutenant, run aft, and seizing the British colours from a sailor who brought them from the Shannon, bent them, and was in the act of hoisting them above the American, when he was struck in the forehead by a grape shot, and killed in the very moment of victory. He was shot by one of the Shannon's main deck guns, the commanding officers of whom did not know that the contest was already decided. Just at the close of the action, as Captain Broke was earnestly calling on his men to desist, and give quarter, one of them gave him a severe wound on the head; the man who did it was instantly killed; the Captain did not fall, but staggered back, and sat down on a coil of rope, when one of the Chesapeake's midshipmen, who had been in the fore top, slid down a rope and alighted close to him; the poor fellow was saved from the fury of the boarders, by the Captain, who brought him with him back to the quarter deck. Captain Broke, faint with exertion, pain, and loss of blood, was then brought on board the Shannon.

" Captain Lawrence received his mortal wound from some of the Shannon's top men, and had been carried below before the boarding commenced.

" The Shannon suffered most on the fore-part of the main-deck, and fore-castle, and her greatest loss of men was on those parts. The Chesapeake was terribly battered on her larboard bow and quarter; amidships there are not many marks of shot, which must have entered her port holes, as the whole of her main deck was strewed with dead and wounded.

" Thus ended in 13 minutes from the firing of the first gun, one of the fairest, shortest, severest, and most decisive actions that ever was fought between two ships."

American vanity raised to the most inordinate height by their former successes in three very unequal contests, has been mortified in the extreme, and stung almost to madness, by this unequivocal proof of their inferiority to us in fair and equal combat; hence we account for the ridiculous and extravagant falsehood of their statements, the baseness of their calumny, and the inveteracy of their malice. According to them, the fire of the Chesapeake was more " vivid and effectual," until the Shannon threw on board of her, " an immense body of combustibles and inflammable matter (like an infernal machine of new and horrible construction), which enveloped the Chesapeake in a volume of flame to her very tops; and that to the effects of this all-stroying explosion, the Shannon was entirely indebted for her victory!

The only circumstance that could have given rise to this wonderful tale of mysterious horror was, the cask of musket cartridges which caught fire, and blew up abaft the Chesapeake's mizen-mast, which had been placed there by themselves to supply their marines. These cartridges not being confined, exploded with so little violence, that scarcely any of the effects are to be traced on her quarter-deck; the only appearance of a singe that is to be found, is a small portion of the spanker boom, and that so slight as to be scarcely visible.

Their assertion that the superiority of the Chesapeake's fire is proved by the fact of " its having carried away the jib-boom, and fore and mizen royal masts of the enemy," is totally false. Neither of the ships lost a single spar. The damage sustained by both was in their hulls; and that of the Shannon is trifling indeed, compared with the Chesapeake's.

There was found on the Chesapeake's decks more shot than could have been fired away had the battle lasted several hours; among which were (besides grape, canister, and double headed shot) bars of wrought iron connected by links so as to form an extended length of five feet, and others with four bars of more than a foot each all connected at one end by a ring, which expanded in four points as they flew. The Shannon had only round shot, grape, and canister; but many of the Chesapeake's canisters have since been opened, and have all been found to contain in the centre, angular and jagged pieces of iron of various shapes and sizes: and all their musket-cartridges had three and some four buck-shot loose in the powder; the evident design of which must have been, not merely to disable and destroy (for round balls are equally effectual for these purposes) but to increase the torment and retard the cure, of the wounds they inflicted.

They had also a large cask of unslacked lime, with the head open, standing on the forecastle, and a bag of the same on the fore-top; and their intention was (if they had had time) to throw it by handfuls into the eyes of our men when they attempted to board. Let MADISON, —who is for ever canting about humanity, and his partizans, who have accused our honest tars of unfairness,—let them reconcile such conduct to the principles of honourable warfare, or endeavour to learn candour and veracity, if they can.

We cannot conclude this article without noticing the important intelligence, that HOSTILITIES HAVE RECOMMENCED IN THE NORTH; and that THE EMPEROR OF GERMANY HAS JOINED the ALLIES with 150,000 men. The Blessing of Almighty God be on their united endeavours to repress the ambition and destroy the tyranny of him who aspires at the subjugation of the World!

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, JULY 10, 1813.

Copy of a Letter from Admiral Sir John Borlase Warren, Bart. and K. B. &c. to John Wilson Croker, Esq. dated at Bermuda, the 28th of May, 1813.

SIR,

I REQUEST you will inform their lordships, that, after the capture of the American privateers on the 3d of April, by the boats of the squadron, I continued my course up the bay, and being of opinion that a light flotilla of small vessels would be of essential use in cutting off the enemies supplies, and destroying their foundries, stores, and public works, by penetrating the rivers at the head of the Chesapeake; I directed Rear-admiral Cockburn to take under his orders the Maidstone, Fantome, Mohawk, Highflyer, and three of the prize armed schooners; and the rear-admiral having selected a detachment, composed of one hundred and eighty seamen, and two hundred marines, from the naval brigade of the squadron, together with Lieutenant Robertson, of the royal artillery, and a small detachment of that corps, which General Horsford, the lieutenant-governor of Bermuda, had been so kind, at my request, to permit to serve with me in the squadron, the whole proceeded upon the above-mentioned service.

I herewith enclose a report of the operations of the advanced squadron, from which their lordships will observe, that the enterprise was conducted with distinguished ability and gallantry under Rear-admiral Cockburn, and most zealously and bravely executed by the Captains Burdett, Lawrence, and Byng, their officers and men; and I trust, that when their lordships consider that this service was performed in the interior of the enemy's country, where the detachment was frequently opposed by superior force, and in a difficult and unknown navigation that the behaviour of the officers and men will entitle them to their lordships favour and approbation.

I have the honour to be, &c.

J. W. Croker, Esq. JOHN BORLASE WARREN,
Adm. of the Blue, and Commander-in-chief.

His Majesty's Sloop Fantome, in the Elk River, 29th April, 1813.

SIR,

I HAVE the honour to acquaint you, that having yesterday gained information of the dépôt of flour (alluded to in your note to me of the 23d instant) being with some military and other stores, situated at a place called French Town, a considerable distance up the river Elk, I caused his Majesty's brigs Fantome and Mohawk, and the Dolphin, Racer, and Highflyer tenders, to be moored, yesterday evening, as far within the entrance of this river as could be prudently effected after dark, and at eleven o'clock last night the detachment of marines now in the advanced squadron, consisting of about one hundred and fifty men, under Captains Wybourn and Carter, of that corps, with five artillerymen, under first Lieutenant Robertson, of the artillery, (who eagerly volunteered his valuable assistance on this occasion), proceeded in the boats of the squadron, the whole being under the immediate direction of Lieutenant G. A. Westphall, First of the Marlborough, to take and destroy the aforesaid stores, the Highflyer tender, under the command of Lieutenant T. Lewis, being directed to follow, for the support and protection of the boats, as far and as closely as he might find it practicable.

Being ignorant of the way, the boats were unfortunately led up the Bohemia River, instead of keeping in the Elk, and it being daylight before this error was rectified, they therefore did not reach the destined place till between eight and nine o'clock this morning, which occasioned the enemy to have full warning of their approach, and gave him time to collect his force and make his arrangements for the defence of his stores and town, for the security of which a six gun battery had lately been erected, and from whence a heavy fire was opened on our boats the moment they approached within its reach, but the launches, with their carronades, under the orders of Lieutenant Nicholas Alexander, First of the Dragon, pulling resolutely up to the work, keeping up at the same time a constant and well directed fire on it, and the marines being in the act of disembarking on the right, the Americans judged it prudent to quit their battery, and to retreat precipitately into the country, abandoning to their fate French Town and its dépôts of stores; the whole of the latter, therefore, consisting of much flour, a large quantity of army clothing, of saddles, bridles, and other equipments for cavalry, &c. &c. &c. together with various articles of merchandise, were immediately set fire to, and entirely consumed, as were five vessels lying near the place; and the guns of the battery, being too heavy to bring away, were disabled as effectually as possible, by Lieutenant Robertson and his artillerymen; after which my orders being completely fulfilled, the boats returned down the river without molestation, and I am happy to add, that one seamen, of the Maidstone, wounded in the arm by a grape shot, is the only casualty we have sustained.

To Lieutenant G. A. Westphall, who has so gallantly conducted, and so ably executed this service, my highest encomium and best acknowledgements are due, and I trust, Sir, you will deem him to have also thereby merited your favourable consideration and notice. It is likewise my pleasing duty to acquaint you, that he speaks in the highest terms of the zeal and good conduct of every officer and man employed with him on this occasion; but particularly of the very great assistance he derived from Lieutenant Robertson, of the artillery, Lieutenant Alexander, of the Dragon, Lieutenant Lewis, of the Highflyer, and Captains Wybourn and Carter, of the royal marines.

I have now anchored the abovementioned brigs and tenders near a farm, on the right bank of this river, where there appears to be a considerable quantity of cattle, which I intend embarking for the use of the fleet under your command, and if I meet with no resistance or impediment in so doing, I shall give the owner bills on the Victualling Office for the fair value of whatsoever is so taken; but should resistance be made, I shall consider them as prize of war, which I trust will meet your approbation; and I purpose taking on board a further supply for the fleet to morrow, on similar terms, from Spesuçie Island, which lies a little below Havre de Grace, and which I have been informed is also well stocked.

I have the honour to be, &c.

G. COCKBURN, Rear-Admiral.

To the Right Honourable Admiral Sir J. B.
Warren, Bart. K. B. &c. &c. &c.

His Majesty's Ship Maidstone, Tuesday night,
SIR, *3d May,* 1813, *at anchor off Turkey Point.*

I HAVE the honour to inform you, that whilst anchoring the brigs and tenders off Spesuçie Island, agreeable to my intentions notified to you in my official report of the 29th ultimo, No. 10, I observed guns fired and American colours hoisted at a battery lately erected at Havre-de-Grace, at the entrance of the Susquehanna river; this of course immediately gave to the place an importance which I had not before attached to it, and I therefore determined on attacking it after the completion of our operations at the island; consequently having sounded in the direction towards it, and found that the shallowness of the water would only admit of its being approached by boats, I directed their assembling under Lieutenant Westphall (first of the Marlborough), last night at twelve o'clock, alongside the Fantome, when our detachments of marines, consisting of about one hundred and fifty men (as before), under Captains Wybourn and Carter, with a small party of artillerymen, under Lieutenant Robertson, of the artillery, embarked in them, and the whole being under the immediate direction of Captain Lawrence, of the Fantome (who with much zeal and readiness took upon himself, at my request, the conducting of this service), proceeded towards Havre, to take up under cover of the night, the necessary positions for commencing the attack at dawn of day. The Dolphin and Highflyer tenders, commanded by Lieutenants Hutchinson and Lewis, followed for the support of the boats, but the shoalness of the water prevented their getting within six miles of the place. Captain Lawrence, however, having got up with the boats, and having very ably and judiciously placed them during the dark, a warm fire was opened on the place at daylight from our launches and rocket-boats, which was smartly returned from the battery for a short time, but the launches constantly closing with it, and their fire rather increasing than decreasing, that from the battery soon began to slacken, and Captain Lawrence observing this, very judiciously directed the landing of the marines on the left, which movement, added to the hot fire they were under, induced the Americans to commence withdrawing from the battery, to take shelter in the town; Lieutenant G. A. Westphall, who had taken his station in the rocket-boat close to the battery, therefore now judging the moment to be favourable, pulled directly up under the work, and landing with his boats crew, got immediate possession of it, turned their own guns on them, and thereby soon obliged them to retreat with their whole force to the furthest extremity of the town, whither (the marines having by this time landed) they were closely pursued, and no longer feeling themselves equal to a manly and open resistance, they commenced a teazing and irritating fire from behind the houses, walls, trees, &c. from which I am sorry to say, my gallant first lieutenant received a shot through his hand whilst leading the pursuing party; he, however, continued to head the advance, with which he soon succeeded in dislodging the whole of the enemy from their lurking places, and driving them from shelter to the neighbouring woods, and whilst performing which service, he had the satisfaction to overtake, and with his remaining hand to make prisoner, and bring in a captain of their militia. We also took an ensign and some armed individuals, but the rest of the force which had been opposed to us, having penetrated into the woods, I did not judge it prudent to allow of their being further followed with our small numbers, therefore after setting fire to some of the houses, to cause the proprietors (who had deserted them, and formed part of the militia who had fled to the woods,) to understand and feel what they were liable to bring upon themselves, by building batteries and acting towards us with so much useless rancour, I embarked in the boats the guns from the battery, and having also taken and destroyed about one hundred and thirty stand of small arms, I detached a small division of boats up the Susquehanna, to take and destroy whatever they might meet with in it, and proceeded myself with the remaining boats under Captain Lawrence, in search of a cannon foundry, which I had gained intelligence of, whilst on shore in Havre, as being situated about three or four miles to the northward, where we found it accordingly, and getting possession of it without difficulty, commenced instantly its destruction, and that of the guns and other materials we found there, to complete which, occupied us during the remainder of the day, as there were several buildings and much complicated heavy machinery attached to it. It was known by the names of the Cecil or Principio Foundery, and was one of the most valuable works of the kind in America; the destruction of it, therefore, at this moment, will, I trust, prove of much national importance.

In the margin* I have stated the ordnance taken and disabled by our small division this day, during the whole of which we have been on shore in the centre of the enemy's country, and on his high road between Baltimore and Philadelphia. The boats which I sent up the Susquehanna, returned after destroying five vessels in it, and a large store of flour; when every thing being completed to my utmost wishes, the whole division reembarked and returned to the ships, where we arrived at ten o'clock, after being-twenty two hours in constant exertion, without nourishment of any kind, and I have much pleasure in being able to add, that, excepting Lieutenant Westphall's wound, we have not suffered any casualty whatever.

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* Taken from the battery at Havre-de-Grace—6 guns, twelve and six-pounders.

Disabled in the battery for protection of foundry—5 guns twenty-four pounders.

Disabled, ready for sending away from foundery—28 guns, thirty-two pounders.

Disabled in boring-house and foundry—8 guns and four carronades, of different calibres.

Total—51 guns, and 130 stand of small arms.

The judicious dispositions made by Captain Lawrence, of the Fantome during the preceding night, and the able manner in which he conducted the attack of Havre in the morning, added to the gallantry, zeal and attention shewn by him during this whole day, most justly entitle him to my highest encomiums and acknowledgments, and will, I trust, ensure to him your approbation; and I have the pleasure to add, that he speaks in the most favourable manner of the good conduct of all the officers and men employed in the boats under his immediate orders, particularly of Lieutenants Alexander and Reed, of the Dragon and Fantome, who each commanded a division: of Lieutenant G. A. Westphall whose exemplary and gallant conduct it has been necessary for me already to notice in detailing to you the operations of the day; I shall only now add, that from a thorough knowledge of his merits (he having served many years with me as first lieutenant) I always, on similar occasions, expect much from him, but this day he even outstripped those expectations, and though in considerable pain from his wound, he insisted on continuing to assist me to the last moment with his able exertions, I therefore, Sir, cannot but entertain a confident hope that his services of to-day, and the wound he has received, added to what he so successfully executed at French Town (as detailed in my letter to you of the 29th ultimo), will obtain for him your favourable consideration and notice, and that of my Lords Commissioners of the Admiralty. I should be wanting in justice did I not also mention to you particularly the able assistance again afforded me by Lieutenant Robertson, of the artillery, who is ever a volunteer where service is to be performed, and always foremost in performing such service, being equally conspicuous for his gallantry and ability; and he also obliged me by superintending the destruction of the ordnance taken at the foundery. To Captains Wyborn and Carter, who commanded the marines, and shewed much skill in the management of them, every praise is likewise due, as are my acknowledgements to Lieutenant Lewis, of the Highflyer; who, not being able to bring his vessel near enough to render assistance, came himself with his usual active zeal to offer his personal services. And it is my pleasing duty to have to report to you, in addition, that all the other officers and men seemed to vie with each other in the cheerful and zealous discharge of their duty; and I have therefore the satisfaction of recommending their general good conduct on this occasion to your notice accordingly.

I have the honour to be, &c.

G. COCKBURN, Rear-adm.

To the Right Honourable Admiral Sir J. B.
Warren, Bart. and K.B. &c.

H. M. S. Maidstone, off the Sasafras River,
May 6. 1813.

SIR,

I have the honour to acquaint you, that, understanding Georgetown and Fredrickstown, situated up the Sasafras River, were places of some trade and importance, and the Sasafras being the only river or place of shelter for vessels at this upper extremity of the Chesapeake, which I had not examined and cleared, I directed last night the assembling of the boats alongside the Mohawk, from whence with the marines, as before, under Captains Wybourn and Carter, with my friend Lieutenant Robertson, of the artillery, and his small party, they proceeded up this river, being placed by me for this operation, under the immediate directions of Captain Byng, of the Mohawk.

I intended that they should arrive before the above-mentioned towns by dawn of day, but in this I was frustrated by the intricacy of the river, our total want of local knowledge in it, the darkness of the night, and the great distance the towns lay up it; it, therefore, unavoidably became late in the morning before we approached them, when, having intercepted a small boat with two of the inhabitants, I directed Captain Byng to halt our boats about two miles below the town, and I sent forward the two Americans in their boat to warn their countrymen against acting in the same rash manner the people of Havre de Grace had done; assuring them, if they did, that their towns would inevitably meet with a similar fate, but, on the contrary, if they did not attempt resistance, no injury should be done to them or their towns, that vessels and public property only, would be seized, that the strictest discipline would be maintained, and that whatever provisions or other property of individuals I might require for the use of the squadron, should be instantly paid for in its fullest value; after having allowed sufficient time for this message to be digested, and their resolution taken thereon, I directed the boats to advance, and I am sorry to say I soon found the more unwise alternative was adopted, for on our reaching within about a mile of the town, between two projecting elevated points of the river, a most heavy fire of musketry was opened on us from about four hundred men, divided and entrenched on the two opposite banks, aided by one long gun: the launches and rocket-boat smartly returned this fire with good effect, and with the other boats and the marines I pushed ashore immediately above the enemy's position, thereby ensuring the capture of his towns, or the bringing him to a decided action; he determined, however, not to risk the latter, for the moment he discerned we had gained the shore, and that the marines had fixed their bayonets, he fled with his whole force to the woods, and was neither seen or heard of afterwards, though several parties were sent out to ascertain whether he had taken up any new position, or what had become of him; I gave him, however, the mortification of seeing, from wherever he had hid himself, that I was keeping my word, with respect to the towns, which (excepting the houses of those who had continued peaceably in them, and had taken no part in the attack made on us) were forthwith destroyed, as were four vessels laying in the river, and some stores of sugar, of lumber, of leather, and other merchandise; I then directed the re-embarkation of our small force, and we proceeded down the river again, to a town I had observed, situated in a branch of it, about half way up, and here I had the satisfaction to find, that what had passed at Havre, Georgetown, and Frederickstown, had its effect, and led these people to understand, that they had more to hope for from our generosity, than from erecting batteries, and opposing us by means within their power; the inhabitants of this place having met me at landing, to say that they had not permitted either guns or militia to be stationed there, and that whilst there I should not meet with any opposition whatever; I therefore landed with the officers and a small guard only, and having ascertained that there was no public property of any kind, or warlike stores, and having allowed of such articles as we stood in need of being embarked in the boats, on payment to the owners of their full value, I again re-embarked leaving the people of this place well pleased with the wisdom of their determination on their mode of receiving us; I also had a deputation from Charlestown, in the north-east river, to assure me that that place is considered by them at your mercy, and that neither guns nor militia-men shall be suffered there, and as I am assured that all the places in the upper part of the Chesapeake have adopted similar resolutions, and as there is now neither public property, vessels, nor warlike stores remaining in this neighbourhood, I purpose returning to you with the light squadron to-morrow morning.

I am sorry to say, the hot fire we were under this morning, cost us five men wounded, one only, however, severely; and I have much satisfaction in being able to bear testimony to you, of the zeal, gallantry, and good conduct of the different officers and men serving in this division. To Captain Byng, of the Mohawk, who conducted the various arrangements on this occasion, with equal skill and bravery, every possible praise is most justly due; as well as to Captains Wybourn and Carter, Lieutenant Robertson, of the artillery, and Lieutenant Lewis, of the Highflyer; Lieutenant Alexander, of the Dragon, the senior officer under Captain Byng, in command of the boats, deserves also that I should particularly notice him to you for his steadiness, correctness, and the great ability with which he always executes whatever service is entrusted to him; and I must beg permission to seize this opportunity of stating to you how much I have been indebted, since on this service, to Captain Burdett, of this ship, who was good enough to receive me on board the Maidstone, when I found it impracticable to advance higher in the Marlborough, and has invariably accompanied me on every occasion whilst directing these various operations, and rendered me always the most able, prompt, and efficacious assistance. I have the honour to be, &c.

G. COCKBURN, Rear-admiral.

To the Right Hon. Admiral Sir J. B.
Warren, Bart. K.B. &c.

Admiral Sir John Borlase Warren, has transmitted to John Wilson Croker, Esq. a letter from Captain Pigot, of H. M. S. Orpheus, to Captain Sir Thomas Hardy, of the Ramillies, giving an account of the destruction of the Wampoe, American letter of marque, of eight guns, by the boats of the Orpheus, under Lieutenant William Martin Collins, and acting Lieutenant Danee, on the 28th of April last, off Block Island. The vessel having been run on shore, was boarded and set on fire under a severe fire of musketry from the rocks, by which Lieutenant Collins (the only person hurt) was unfortunately mortally wounded.

The Admiral has also transmitted a letter from Captain Sir Thomas Hardy, stating the destruction by the Orpheus, of the Holkar, American privateer, of twenty guns, off Rhode Island, on the 11th of May.

And in a letter, dated the 16th May, Sir John Warren reports the capture of an American schooner, called the Vesta, from Bourdeaux, attempting to pass up the James river, by the boats of the blockading squadron.

Copy of a Letter from Rear-admiral Fremantle, to John Wilson Croker, Esq. dated on board H. M. S. Milford, at Lissa, May 1, 1813.

SIR,

In having the honour of forwarding, for the information of the Lords Commissioners of the Admiralty, Captain Black's report of his attack on an enemy's convoy near Spalatro, it is my duty to represent what his modesty has not allowed him to make an official report of, namely, that he is himself badly wounded by a musket-ball, which passed through his right hand, and now confines him.

Having made it my business to inquire and examine into all the particulars, I can have no hesitation in saying, that many would have undertaken the enterprise, but few vessels under such circumstances could have been extricated from such a force, and such difficulties as were opposed to them.

Much credit is due to Captain Black, his officers and ship's company, for their gallantry, as well as for their perseverance and steadiness, on this occasion. I have the honour to be, &c.

THOS. FRAS. FREMANTLE.

SIR, *H. M.S. Weazle, Lissa, April* 26, 1813.

I beg leave to report to you, that while cruising in H. M.'s sloop under my command, in pursuance of your orders of the 10th instant, at daylight of the 22d, the island of Zirona bearing W.S.W. distant about four miles, we discovered a convoy close to the main land, making for the ports of Tran and Spalatro, to which we immediately gave chase; as we came up they separated in different directions, the greater part, with ten gunboats, bore up for the Bay of Boscaline; these we continued chasing under all sail; at half-past five A.M. they anchored in a line about a mile from the shore, hoisted their French colours, and commenced firing at us; the wind blowing strong at S.E. directly into the bay, our sails and rigging were considerably damaged before we could close with them; and seeing the enemy erecting batteries on shore, I was at first unwilling to go close in, but at six we anchored with springs upon the cable, within pistol-shot of the enemy, when the action immediately commenced on our part; they stood our fire for about twenty minutes, when the whole cut their cables, ran closer in, and again opened their fire; their increased distance was now too great for our carronades to have their proper effect, we cut the cable, ran within half-pistol shot, and recommenced the action; the enemy now opened their fire upon us from three large guns, at the distance of thirty yards from each other, and two or three hundred musketry on the heights immediately over us; we continued closely engaged in this manner; at ten three of them struck their colours, two were driven on shore, and one sunk. They were now reinforced by four gun-boats from the eastward, who at first anchored outside, and commenced firing at us, which obliged us to engage on both sides; but they shortly after ran in and joined the others, who placed themselves behind a point of land, where we could only see their masts from the deck, when they commenced a most destructive fire, their grape-shot striking us over the land in every part; at this time our number was so reduced, that we could with difficulty man four guns, the marines and a few seamen firing musketry, our grape all expended. We continued in close action until three P.M. when the enemy discontinued their fire. After forty minutes the action again commenced, and continued, without intermission, till half-past six in the evening, when the firing entirely ceased on both sides. The enemy during the day had received considerable supplies of troops on shore, who had kept up an incessant fire upon us. We were now in a very critical situation, being but a very few yards from a lee-shore, almost a complete wreck, the whole of our running and greater part of the standing rigging gone, most of the sails shot from the yards, the masts shot through in several places, and many shot in the hull, five between wind and water, both our pumps also shot away between the decks, with difficulty we could keep her free by constantly bailing at both hatches. In the action of this day, I found we had lost five killed, and twenty wounded. At dark, the boats succeeded in burning and destroying, besides the gun-boats, eight sail of the convoy, bringing away their anchors, all ours being shot to pieces, and rendered entirely unserviceable; indeed it is to this I am to attribute the being enabled to warp his Majesty's sloop out. At daylight of the 23d, having warped about a mile from the land, the remaining gunboats again attacked us, and musketry from the shore; this was most annoying, they having us in a raking position, our last cable half shot through, the wind blowing strong in, we could not venture to bring our broadside to bear upon them; all this day and night we were warping out from the shore, but very slowly, the people being reduced in number, and exhausted with fatigue.

On the 24th, the enemy had erected a battery of three guns on a point of the bay, close to which we must pass; this they opened upon us about noon, when we got within their range; the gun-boats pulling out in a line astern, commenced their fire about one P.M. during all the time we were warping out under their fire, and that of musketry from the shore. Wind now moderate, and shortly after quite calm. At four, nearly out of the bay, the gun-boats following and firing at us. At five, they got within the range of our guns, when we opened our larboad broadside, and drove them off, but it continuing calm, we were unable to follow them.

The conduct of the whole of my officers and ship's company, during these three days of most arduous service, merits my warmest praise; indeed, I am at a loss which most to admire, their determined bravery in action, or their steady perseverance in warping the brig out. Our number was considerably reduced when we first went into action, owing to several men being away in prizes, and two boats which joined us seven hours afterward. Mr. Thomas Whaley, first lieutenant, being severely wounded in the action, I received every attention from Mr. Michael Quin, the second, whose conduct, at all times, has been much to my satisfaction; I beg leave to recommend to your notice, Mr. William Simkin, master's mate, who lost his right arm early in the action, and also the services of Mr. James Stewart, midshipman, who was actively employed in one of the boats, burning and destroying several of the convoy.

Enclosed I transmit to you a list of the killed and wounded, great part of the latter, I am sorry to say, severely.

I have the honour to be, &c.

Rear-admiral Fremantle, &c. JAMES BLACK.

A List of Killed and Wounded on board H. M.'s Sloop Weazle, on the 22d April, 1813.

Killed.—Mr. James Toby, boatswain; John Bowes, quarter-master; John Kennedy, able seaman; William Heydon, boatswain's-mate; William Trevick, private marine.

Severely wounded.—Mr. Thomas Waley, first lieutenant; Mr. William Simkin, master's-mate; J. C. Dahmus, seaman; Jacob Gurnson, do.; Richard Nott, do.; John Cosgrove, do.; John Formelia, do.; Thomas Peek, do; Abraham Hamilton, do.; James Mein, do.; John Martin, do.; Peter Basil, do.; William Stevens, do.

Slightly wounded.—Mr. Benjamin Bremmer, carpenter; William Watson, seaman; Joseph Nichols, do.; Robert Lewis, do.; Mr. James Stewart, midshipman; George Crawford, seaman; Daniel Patterson, do.; Rody Delamy, do.; George Sherry, do.; James Taylor, marine, Jas. Feathers, marine.

JAMES BLACK.
J. KIERNAN, Surgeon.

H.M.'s Sloop Weazle, Lissa, 26th April, 1813.

Extract of a Letter from Captain Head, of H. M.'s Sloop Curlew, addressed to Captain Oliver, of the Valiant, and transmitted by Admiral Sir John Borlase Warren, Bart. and K.B. to John Wilson Croker, Esq.

H. M.'s Sloop Curlew, at Sea, March 26, 1813.

I beg leave to acquaint you, that the ship you saw me capture to-day, proved to be the American ship letter of marque Volante, pierced for 22 guns, but only 14 mounted, 10 24-pounder carronades, and four long nine-pounders, with a complement of 85 men.

List of Captures made by the Channel Fleet, from March 22d to June 30th, 1813, not yet gazetted.

American schooner Tyger, of 4 guns, 25 men, and 263 tons, from Bourdeaux, bound to New York, laden with brandy, wine, and silks, captured by the Medusa, Iris, Scylla, and Whiting schooner, March 22, 1813. American ship Ferox, of 2 guns, 19 men, and 452 tons, from Charlestown, bound to Bourdeaux, laden with cotton, captured by the Medusa and Lyra, March 28, 1813. American schooner Polly, of 7 men, and 114 tons, from Boston, bound to Bilboa, laden with fish, captured by the Surveillante, March 23, 1813. American schooner Eliza, of 4 guns, 16 men, and 150 tons, from New York, bound to Bourdeaux, laden with cotton, potash, &c. captured by the Surveillante, Iris, and Medusa, March 27, 1813. American brig Essex, of 4 guns, 32 men, and 294 tons, from Boston, bound to Rochelle, laden with cotton, captured by the Pyramus and Goldfinch, April 4, 1813. American ship Good Friends, of 4 guns, 15 men, and 246 tons, from Charlestown, bound to Bourdeaux, laden with cotton and hides, captured by the Andromache and Sealark, April 2, 1813. American brig Lightning, of 15 men, and 179 tons, from Philadelphia, bound to Bourdeaux, laden with cotton and fish, captured by the Medusa, Iris, Sparrow, and Bramble, March 31, 1813. American schooner Young Holkar, of 2 guns, 9 men, and 145 tons, from Charlestown, bound to Nantes, laden with cotton, captured by the Superb and Rota, April 10, 1813. French brig L'Hercule, of 6 men, and 182 tons, from Sables D'Olonne, bound to Bayonne, laden with salt, captured by the Hannibal, Bulwark, Royal Sovereign, Conquestador, and Arrow, April 4, 1813. American ship Magdalen, of 2 guns, 20 men, and 255 tons, from the Villaine, bound to New York, laden with brandy and vinegar, captured by the Superb, Pyramus, Rover, and Fancy cutter, April 15, 1813. Prussian galliot Enegheid, of 4 men, and 200 tons, from Marennes, bound to Stettin, laden with salt, captured by the Despatch, April 3, 1813. American brig Oneida, of 9 men, and 168 tons, from New York, bound to St. Sebastian's, laden with cotton, rice, &c. captured by the Sparrow, March 21, 1813. English recaptured schooner Equity, of 6 men and 88 tons, from Madeira, bound to London, laden with wine, captured by the Iris, April 15, 1813. American recaptured ship Mount Hope, of 16 men and 384 tons, from Charlestown, bound to Cadiz, laden with rice, captured by the Surveillante and Andromeda, May 5, 1813. American schooner Miranda, of 6 men and 104 tons, from Rhode Island, bound to Matanzas, laden with lumber, captured by the Unicorn, May 21, 1813. American schooner, Hannah Eliza, of 2 guns, 11 men, and 141 tons, from Bayonne, bound to New York, laden with silks, oil, madder, &c. captured by the Lyra, May 29, 1813. American schooner Governor Gerry, of 6 guns, 18 men, and 225 tons, from L'Orient, bound to New York, laden with brandy and wine, captured by the Royalist and Earl St. Vincent, privateer, May 31, 1813. Galliot, name unknown, laden with wine, &c. captured by the Conquestador and Basque Roads squadron, same date. French chasse maree Prudent, of 50 tons, from Bourdeaux, bound to Brest, laden with brandy and wine, captured by the Goldfinch, Bulwark, Royal Sovereign, Clarence, and Magnificent, June 2, 1813. American brig Joseph, of 2 guns, 13 men, and 160 tons, from Bayonne, bound to Boston, laden with brandy, wine, silks, and oil, captured by the Iris, June 8, 1813.

KEITH, Admiral.

Erratum in a part of the impression of Tuesday's Gazette, July 6, 1813.

In the list of killed and wounded in an attack on Morgion, for Lieutenant Isaac Shaw of the Volontaire, *killed* by the explosion of the battery, Read, Lieutenant Isaac Shaw, of the Volontaire, *wounded*, &c.

* * *

LETTER ON SERVICE.

(Not published in the Gazette.)

(COPY.)

SIR, *H.M.S. Menelaus, off Marseilles*, 18*th Sept.* 1812.

I have the honour to acquaint you, the port of Mejan, in the Bay of Marseilles (having manifestly offered us defiance) was attacked by the Menelaus yesterday afternoon.

The detachment of boats, under Lieutenants Mainwaring and Yates, burnt the vessels in the harbour, while Lieutenant Beynor, of the royal marines, and Mr. James Saunderson, master's-mate, dislodged the enemy, and destroyed the Custom-House, and magazines.

Never was gallantry more conspicuous, than in the officers and men employed in this service, and I beg to recommend them to your favourable notice.

Lieutenant Yates, an active and promising officer, I regret to add, was unfortunately killed, with one seaman, and five marines, wounded. The loss of the enemy was also very considerable.

I have the honour to be, Sir,
Your most obedient humble Servant,
PETER PARKER, Captain.

To Sir Edward Pellew, Bart. Vice-admiral of the Red, Commander-in-chief, &c.

List of Killed and Wounded at the Attack of the Port of Mejan, in the Bay of Marseilles, by H. M. S. Menelaus, on the 17th September, 1812.

Killed.—Lenox M. B. Yates, lieutenant.

Wounded.—Joachin Ghen, captain of the forecastle, dangerously; Serjeant James, royal marines, very severely, leg amputated; Joseph Collard, private ditto, very severely, arm amputated; Richard Malpas, ditto, ditto, dangerously; Serjeant Richards, royal ditto; John Payne, private, ditto, slightly.

(Signed) PETER PARKER, Captain.

Promotions and Appointments.

Captains, &c. appointed.

J. W. Loring, to the Impregnable; W. H. Webley, to the Phœnix; J. S. Peyton, to the Thames; Hon. G. A. Crofton, to the Dictator; George Fowke, to the Prince; Joseph Digby, to the Hydra troop ship; G. A. Sartorius, to the Avon; Jas. Black, of the Weazle, to the rank of post captain; —— Hawkey, to the Barracoutta; W. Ramsden, to the Ferret; W. B. Dashwood, to the Snap; James Nash, to the Saturn; W. F. Carroll, to the rank of post captain; C. M. Schomberg, to the Nisus; Hon. V. Gardner, to the Myrmidon; John Lake, to the impress service at Cork; John

Eveleigh, to the Astrea (acting); Henderson Baine, to act as captain of the Lion, flag-ship of Admiral Tyler; T. Headington, to the impress service at Lynn; J. Gascoyne, to the impress service at Swansea; Charles Mitchell, to the Griper; N. Taylor, of the Sparrow, promoted to the rank of post captain; F. E. Lock, to the Sparrow; Murray Compton, to the impress service at Limerick; Lieutenant J. Shaw, to the rank of commander; Lieutenant G. Whestphall, of the Marlborough, to the rank of commander.

Lieutenants, &c. appointed.

P. C. Anstruther, to the Genereux; J. Burrell, to the Gladiator; Henry Broke, to the Hydra; W. F. Barr, to the Vengeur; J. Burton (2), to the Garland; Thomas Day, to the Magnificent, John Fisher, to the Primrose; William Firman, to the Goliath; William Farrant, to the Mutine; T. Griffinhoofe, to act as captain of the Muros; M. Hay, to the Tweed; C. Hawkins, to the Colossus; Henry Hoskin, to the Ferret; J. Jackson, to command the Sprightly cutter; W. J. Jones to the Volontaire; W. London, to the Vengeur; J. Largue, to the Belle Poule; William Lugg, to the Queen; Lieutenant Morgan, to the impress service at Plympton; T. Maxwell, to the Avon; Lieutenant Maberly, to act as captain of the Mozelle sloop; Robert R. Morley, to the Avon; T. B. Neve, to the Fly; Hugh Patton, to the Horatio; W. H. Quin, to the Kangaroo; James Symonds (1), to Plymouth hospital; E. Scott, to the Telegraph on Sandwich flats; George Dove, to the impress service, North Shields; James Stone, to the Mercurius; James Burton (1), to the Niemen; M. Hay, to the Rover; J. Phipps, to the Devonshire; C. Filly, to the Rippon; T. Atkinson, to the Plover; James Sabben, to the Hope; J. Vignole, to the Hope; W. J. Woodman, to the Hydra.

Messrs. F. Coleman, M. Hayle, C. H. Marshall, A. Murray, R. Snell, and T. Hallowes, to be lieutenants.

Messrs. Trotter and M. Molloy, to the rank of lieutenant.

Pursers, &c.

J. Bannister, of the Nemesis, to the Fox; James Slaggett, of the Virginia, to the Drana; J. Eyre, to the Swinger; J. Stranger, to the Prospero; S. Wadland, of the Hebe, to the Forth; William Webb, purser of the Jamaica, to the Cossack.

Whitehall, 14*th August*, 1813.

H.R.H. the Prince Regent, in the name and on the behalf of H.M. has been pleased to grant the office or offices of Water Bailiff and Verger of the Town of Sandwich to Thomas Tombs, Esq. in the room of Samuel Harvey, deceased.

J. Stone, Esq. of Sheerness-yard, to be builder at Deptford; Edward Churchill, Esq. of Plymouth Dock-yard, to be builder at Milford; Henry Canham, Esq. to be builder at Sheerness.

Mr. Peake, assistant at Portsmouth-yard, is removed to Plymouth-yard.

Masters.

Mr. Richard C. Pyne, to the Hydra; Charles Choake, to the Volontaire; Ed. Dennison, to the Leviathan; W. Fothergill, to the Devonshire; D. Munn, to the Laurel; W. Tanner, to the Dictator; G. M. Stuart, to the Assistance; William Hewlett, Solebay; J. M'Carthy, to the Vesuvius; H. Doughty, to the Niemen.

Midshipmen passed at Plymouth, 4th August.

Mr. M. Seymour, to the Hannibal; H. L. Williams, Pembroke.

Surgeons.

James Johnstone, to the Impregnable; J. Fleming, to the Crown; P. Lowry, to the Dictator; James Fletcher, to the Leviathan; William Rattey, to the Goliath; G. A. Acheson, to the Cumberland; Robert Williams, to the Minstrel; John Beaumont, to the Tweed; William Illingworth, to the Halcyon; Henry Parkin, to the Prince; William Dickson, to the Cadmus; William Davies, to the Hydra; John Evans, to the Hotspur; James Bowman, to the Vengeur; George Swann, to the Resistance; George Birch, to the Quebec; S. G. Britton, to the Magicienne.

Mark Cockburne, to act as surgeon of Jamaica hospital.

Assistant-Surgeons.

Thomas Kidd, to the Brevdrageren; Patrick Coleman, to the Pincher; James O'Reilly (2), to the Conquest; Peter Lothian, to the Benbow; Henry Hall, to the Prince; John Bremner, to ditto; John Thomson (2), to the Vengeur; Robert Espie, to the Galatea; Thomas Williams, to the Fylla; John Burgoyne, to the Pembroke; Francis Sankey, to the Monmouth; John M'Lean, to the Halifax; Matthew Kay, to the Medway; Samuel Steele, to the Trusty, hospital-ship; Peter Fisher, to the Halifax; James Skeoch, to the Halifax station, as a supernumerary; David Wright, to the escort; William Connor, to the Boyne.

Whitehall, 28th June, 1813.

H.R.H. the Prince Regent has been pleased, in the name and on the behalf of H.M. to give and grant unto Philip Dumaresq, Esq. a post captain in the R.N. and late captain of H.M.S. the Victory, H.M. royal license and permission that he may accept and wear the insignia of a knight of the fourth class of the Royal Swedish Military Order of the Sword, which H.M. the king of Sweden has been pleased to confer upon him, in testimony of the high sense that sovereign entertains of his merits and services; provided nevertheless, that H.M. said license and permission doth not authorise, and shall not be deemed or construed to authorise, the assumption of any style, appellation, rank, precedence, or privilege, appertaining unto a knight bachelor of these realms.

And H.R.H. hath been further pleased to command, that the said concession and especial mark of the royal favour be registered, together with the relative documents, in H.M. College of Arms.

H.R.H. the Prince Regent's license (in the same form as to Captain Dumaresq) has been granted to Thomas Mansel, Esq. commander of H.M. sloop the Rose, to accept and wear the insignia of a knight of the fourth class of the Royal Swedish Military Order of the Sword, &c.

The same license has been granted (in like form as the above, dated 19th July), unto George Johnstone Hope, Esq. rear-admiral of the white squadron of H.M. Fleet, to accept and wear the insignia of a knight of the fourth class of the Royal Swedish Military Order of the Sword, &c.

Captain the Honourable Anthony Maitland, R.N. is returned to serve as a member in this present Parliament, for the burghs of Jedburgh, Haddington, &c. in the room of Lieutenant-general the Hon. Thomas Maitland, who has accepted the office of governor of Malta.

Carlton House, 24th June, 1813.

H.R.H. the Prince Regent was this day pleased, in the name and on the behalf of H.M. and in compliance with the request of H.M. the king of Sweden, to invest Sir James Saumarez, Bart. Knight of the Most Honourable Order of the Bath, and Vice-admiral of the Red Squadron of H.M. Fleet, with the insignia of a Knight Grand Cross of the Royal Swedish Military Order of the Sword, which has been conferred upon that officer by

H.M. the King of Sweden, as a distinguished testimony of his royal regard and esteem.

H.R.H. the Prince Regent hath been pleased, in the name and on the behalf of H.M. to give and grant unto Thomas Bertie, Esq. Rear-admiral of the Red Squadron of H.M. Fleet, H.M. royal license and permission that he may accept and wear the insignia of a Knight Commander of the Royal Swedish Military Order of the Sword, which H.M. the king of Sweden has been pleased to confer upon him, in testimony of the sense that sovereign entertains of his merits and services; and also to command that the said royal concession and declaration be registered in H.M. college of arms.

And H.R.H. the Prince Regent was this day further pleased to confer upon the said Rear-admiral Thomas Bertie the honour of knighthood.

BIRTHS.

On the 21st of February, at Bombay, the lady of Lieutenant Goodridge, of the Hon. East India Company's marine, of a daughter.

On the 29th of July, the lady of Captain Wainwright, R.N. of a daughter.

In Wimpole-street, the Right Hon. Lady Charlotte Hood, niece of the late Lord Nelson, and wife of the Hon. Samuel Hood, grandson of Lord Viscount Hood, of a daughter.

Lately, the wife of Lieutenant and Adjutant Scott, R.M. of a son.

On the 12th of August, at Fareham, Hants, the lady of Captain Mends, R.N. of a son.

The lady of Captain John Lawrence, of H.M. sloop Fantome, of a daughter.

MARRIAGES.

On Tuesday, 3d of August, at Stoke-Damerell church, Devon, by the Rev. J. Hawker, Captain William Fairbrother Carroll, R.N. to Martha Milligen, daughter of Captain Richard Dacres, R.N. governor of the Royal Naval Asylum at Greenwich.

On the 4th August, Thomas Parry, Esq. of Banstead, to Miss Gambier, daughter of the late Commissioner Gambier, and heir to the Right Hon. Admiral Lord Gambier.

On the 8th July, W. Williams, Esq. surgeon of H.M.S. Laurel, to Eliza, daughter of J. Wood, Esq. surveyor of the ordnance at Gosport.

On the 22d July, at Acton, Rev. David Evans, chaplain of Haslar hospital, to Miss Essex, daughter of Thomas Essex, Esq. of the same place.

Lately, at Gravesend, Lieutenant Sorockin, of the Russian navy, to Miss Charlotte Arnold, of that place.

On the 4th August, Captain D. Dunn, R.N. to Miss Hopkins, eldest daughter of William Hopkins, Esq. of Newton Abbott.

On the same day, at Gosport chapel, Charles Whitcomb, Esq. to Sophia B. Reed, eldest daughter of Joseph Reed, Esq. R N.

On the 19th August, Mr. Marsh, of H.M.S. Escort, to Miss Mills, of Portsea.

On the 17th of August, Thomas Mant, Esq. of Southampton, to Elizabeth, only daughter of the late Captain Grosvenor Winkworth, R.A. of Lilliput, in the county of Kent.

DEATHS.

After a few days illness, in the 90th year of her age, Mrs. Barrow, of Dingleybeck, near Ulverstone, the mother of W. Barrow, secretary of the Admiralty.

Lately, at Bermuda, Lady Beresford, daughter of Capt. A. J. P. Molloy, and wife of Commodore Sir John Beresford, Knt. of H.M.S. Poictiers.

On the 2d of August, in Chapel-place, Ramsgate, Samuel Harvey, Esq. late of Sandwich. He was brother to the late Admiral Sir Henry Harvey, K.B. and Captain John Harvey, who gloriously fell when commanding the Brunswick, on the 1st June, 1794.

At Barbadoes, on the 21st May, Lieutenant James Stewart, of H.M.S. Cressy. He was drowned by the boats upsetting in a squall.

On the 13th July, at Portsea, Mr. James Taitt, one of the oldest masters in H.M. navy.

On the 20th July, at St. John's, Newfoundland, Captain Charles Hobart, of H.M. sloop Muros, aged 23, second son of the Honourable George Vere Hobart.

Lately, at Hook-heath, Mary, the wife of T. L. Yates, Esq. purser of H.M.S. Hibernia.

On the 22d July, at Heavitree, near Exeter, Hon. Captain Michael De Courcy, R.N. third son of the Right Hon. Lord Kinsale, and brother of the Hon. Mrs. Dashwood, of Fareham.

On the 7th August, at Portsea, William Gilbert, Esq. late storekeeper of H.M. dock-yard at Portsmouth. He had faithfully served more than half a century.

On the 8th July, on board H.M.S. Thames, on his passage from Gibraltar, Colonel Rutherford, brother of Captain Rutherford, R.N.

On the 13th August, Rear-admiral Samuel Thompson, having on that day concluded his 94th year.

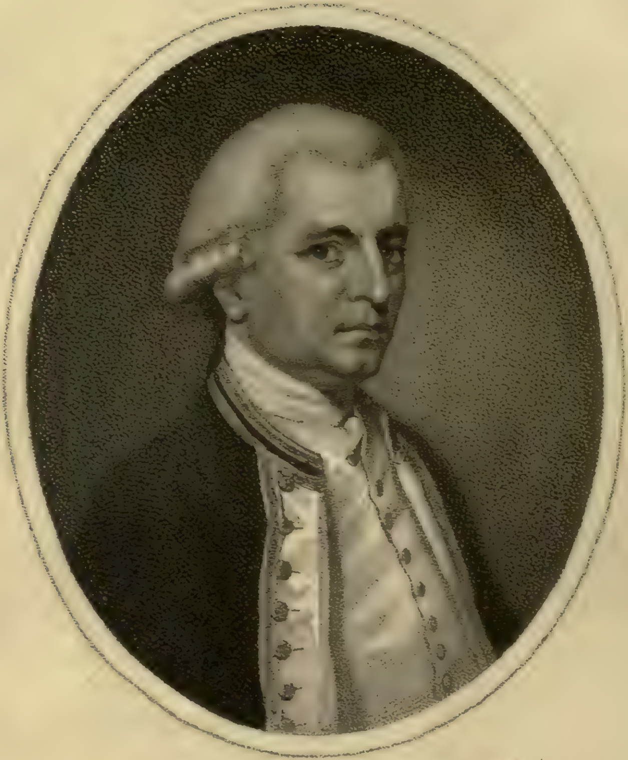
On the 10th April, at the Cape of Good Hope, Captain Philip Beaver, of H.M.S. Nisus, a very gallant officer, and of superior professional and literary attainments.

On the 31st July, R. I. Nelson, Esq. builder of H.M. dock-yard at Deptford, and brother to the secretary of the navy, was drowned, with one of his sons, in attempting to shoot London-bridge in a wherry.

On the 9th of June, at St. John's, Newfoundland, Edward Jones, Esq. purser of H.M.S. Bellerophon.

On the 16th August the remains of Rear-admiral Pierrepont (who died on the 7th inst. at his seat at Farley-hill) were interred in Godalming church-yard, in a vault prepared for the purpose. He was in the 47th year of his age, and died deeply regretted: not only by those who looked up to him for that assistance which his rank and circumstances enabled him to afford them, but by the subjects of poverty and want, who never applied to him for aid in vain. He sustained the character both of an officer and gentleman with a degree of reputation and respect that will long embalm his memory in the recollection of all who knew him.

⁂ We are happy to retract an error, by which we were led, in our last obituary, to announce the death of Admiral Sir Charles Morice Pole, Bart. The deceased was Sir Charles Pole, Bart. of a different family, created June 21, 1791.



Blood sc.

William Truscott Esq.r

Rear Admiral of the White.

Pub by [illegible] Shoe Lane [illegible]

BIOGRAPHICAL MEMOIR

OF THE LATE

WILLIAM TRUSCOTT, Esq.

REAR-ADMIRAL OF THE WHITE.

> " On, you noblest English,
> " Whose blood is fetch'd from fathers of war proof."——SHAKSPEARE.

THIS gentleman was the son of John and Margaret Truscott, and was born November 25, 1734, on the estate of Rasugar, in the parish of St. Stephen, in Cornwall. He was one of twelve children; all of whom are now dead, except a sister, who is still living in Cornwall.

Having received a private education, and shown a strong inclination for the navy, he had the honour of being patronized by Lord Edgcumbe, and was placed under Admiral Boscawen,* in the year 1750, with whom he sailed to the East Indies, and was present at the siege of Pondicherry. Under that great commander he continued to serve till 1757; when the Admiral appointed him lieutenant of the Newcastle, of 50 guns, ordered to India under Admiral (afterwards Sir George) Pocock.† The actions of this Admiral with the French squadron in the Eastern Seas, commanded by Le Comte d'Aché, will be found detailed in our VIIIth Volume, p. 444, &c. The hero of our present memoir was, of course, engaged in all of them; but is chiefly to be mentioned for his concern in the third, which was fought off Pondicherry, on the 10th September, 1759; when, his Captain (Michie) being killed by a musket-ball in the very first fire from the enemy,‡ the command devolved on Lieutenant Truscott. In this action, every officer in the ship, except himself, was either killed or wounded. The ship's situation is scarcely to be described; 35 men were killed, and 77 wounded. We have already observed, that this was the third pitched battle which had been fought between the two squadrons, under the same commanders; they all took place within eighteen months; and, what is perhaps unexampled, under such circumstances, without the loss of a ship on either side.

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* See a portrait and memoir in Vol. VII. p. 181.

† See N. C. Vol. VIII. p. 441.

‡ There were two Admirals present (Vice-admiral Pocock, and Rear-admiral Stevens), both of whom had been in many engagements, and both declared that this was the severest that they had ever seen. Captain Michie had not fired a gun, nor brought up alongside the enemy, when he received a musket-shot in his forehead, which proved fatal.

When, early in 1762, Admiral Sir George Pocock,* in the Namur, sailed to the West Indies on his celebrated expedition against the Havannah, † he took our hero on board of his own ship. Of the great and important acquisition to his Majesty of the Havannah and its dependencies, with which also fell twelve large ships of the line and three frigates, it would be superfluous here to give a detail; as it has already been done in our memoir of the Admiral before referred to. The Admiral's officers had always the post of honour, that of being in the battery; and for his active and zealous services on this occasion, Lieutenant Truscott was appointed a master and commander.

A long peace ensued; and it was not till the 14th December 1778, that he took post rank as captain on board the Elizabeth, but was removed to the Preston, which was in the fleet commanded by Admiral Sir George Rodney, in the West Indies. Though a 50-gun ship only, Sir George was pleased to order her into the line of battle, and she was in the van division in the two actions of the 15th and 19th of May, 1780, to windward of Martinico: she soon after returned with a convoy to England.

In 1781, Captain Truscott was appointed to the Buffalo, of 60 guns, which he commanded in the North Sea, under Admiral Hyde Parker, ‡ on the 5th of August, when they engaged the Dutch squadron off the Dogger Bank, and in which he had 20 of his men killed, and 64 wounded.

On his return to port, Captain Truscott found himself appointed to the Nonsuch, of 64, in which he remained during the war, and fought her under Lord Rodney, on the glorious 12th of April,

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* He received the Order of the Bath in 1761.

† See a view of this city and sea-port in Vol. XVIII. p. 392.

‡ See a portrait and memoir in Vol. XX. p. 337.

1782, when the Count de Grasse's fleet was totally defeated, and himself taken prisoner.*

At the commencement of the war in 1793, Captain Truscott was appointed to the Ganges, in which he continued till he obtained his flag of Rear-admiral of the Blue, on the 1st of June, 1795. On the 20th of February, 1797, he was made Rear-admiral of the White.

By his wife, whose maiden name was Mary Crowther, and to whom he was married on the 20th of February, 1764, the Admiral had six sons, four of whom are living: the eldest, named after his father, died a lieutenant in the navy; Robert, the second, is a captain in the artillery; John, the third, is a captain in the native infantry, and barrack-master at Ghazepore, in Bengal; Charles, the fourth, a physician, died in Jamaica; Frank, the fifth, a lieutenant in the navy, now with Sir John Warren on promotion by Admiralty order; and George, the sixth, and youngest, a commander on half-pay.

The Admiral had lost part of two fingers in the service; and in his earlier days had, at three different times, the honour of receiving his commander's public approbation.

The gallant subject of this brief memoir died, after a short, but severe illness, at Exeter, on the 31st of January, 1798, and was privately interred in the parish of St. Sydwell.

In the several naval engagements in which he had been concerned, he highly contributed to the benefit and honour of his country. His courage was exemplary; and in the hour of danger he was always calm and collected. As a seaman, his skill was unquestioned; he united the laudable discipline of a commander, with the kind solicitude of a brother. In private life, he was universally beloved and respected, as a husband, parent, and friend.

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* See a memoir of Lord Rodney, in Vol. I. p. 353; and a view of the position of the two fleets on this occasion, p. 394.

NAUTICAL ANECDOTES, &c.

ST. SEBASTIAN.

OUR cotemporaries are considerably in error with respect to the locality of this celebrated and now highly interesting city and fortress. It is by no means a frontier town, but considerably within the mountain boundary of the Peninsula. It is the capital of Guiposcoa, the eastern division of Biscay, and possesses a good and well frequented harbour, secured by two moles, on which redoubts are planted, and through which only one ship can pass at a time. The streets are long, broad, and straight, and paved with white flag stones. The houses are (or rather *were*) handsome, the churches neat, and the environs pleasant. It carried on a great trade, and is very populous, as several families are obliged to live in the same house. Their greatest trade consists in iron and steel, which some affirm to be the best in Europe; they also deal in wool, which comes from Old Castile. On August 3, 1794, this place was invested by the French Republican troops, and capitulated on the following day. The garrison, consisting of 2,000 men, surrendered prisoners of war; 180 pieces of brass cannon were taken, with considerable magazines and stores. It is seated at the mouth of the Gurnmea, with a delightful prospect of the sea on one side, and a distant view (nearly 30 miles) of the Pyrennees on the other. It lies about 50 miles E. b. N. of Bilbao.—*Globe.*

THE AMERICAN CAPTAIN ALLEN.

As several mis-statements have appeared in the public prints relative to the death of the late Captain Allen, we subjoin the following particulars, communicated to us by a friend, which may be depended on:—Captain Allen's left thigh was amputated by his own surgeon, in a very proper manner, about three quarters of an hour after the close of the action. On the morning after the arrival of the Argus (Tuesday), the chief medical officer from Mill prison attended him, and soon discovered that dangerous symptoms (which had escaped the observation of his surgeon, who thought favourably of his situation) were insidiously approaching, and accordingly communicated his apprehensions, and recommended such remedies as were deemed advisable. In the evening he was again visited, when the prognostic given in the morning was found too visibly verified. On the following day, his symptoms were much aggravated, and his immediate removal to Mill Prison Hospital was strongly recommended, in order to obtain the most prompt remedies, and where he might have all the care and attention his situation demanded. He arrived about noon; but in spite of every effort gradually sunk until he breathed his last, about eleven o'clock that night, during which period he was never left by his physician. We understand he was not conscious of the danger of his situation, but conversed familiarly with those present with him until about three quarters of an hour before he died. His death was conceived to be chiefly occasioned by the great loss of blood which he sustained previous to amputation, by his persistence in remaining on deck after he was wounded. Throughout the whole he bore his suffering with that manly, determined fortitude and composure which might be expected of a brave and gallant officer, and never once complained of pain; but his mind constantly dwelt on the loss of his ship, which he regretted in the most feeling and manly manner. In person he was about six feet high, a model of symmetry and manly comeliness, and in his manner and conversation a highly finished and accomplished gentleman.

HIS FUNERAL.

At Plymouth, on the 21st of August, was interred with military honours, William Henry Allen, Esq. late commander of the United States sloop of war Argus, who lost his left leg in an action with his Majesty's sloop of war Pelican, J. F. Maples, Esq. captain, in St. George's Channel, on the 14th; of which he died in Mill-prison Hospital, on the 18th following.

PROCESSION.

Guard of Honour.
Lieutenant-Colonel of Royal Marines,
With two Companies of that Corps.
The Captains, Subalterns, and Field-Adjutant (Officers with hat bands and scarfs).
Royal Marine Band.
Vicar and Curate of St. Andrew's.
Clerk of ditto.
THE HEARSE,
With the Corpse of the deceased Captain,
Attended by eight Seamen, late of the Argus, with crape round their arms, tied with white crape ribbon.
Also, eight British Captains of the Royal Navy, as Pall-bearers, with hatbands and scarfs.
Captain Allen's Servants in Mourning.
The Officers, late of the Argus, in uniform, with crape sashes and hatbands, two and two.
John Hawker, Esq. late American Vice-Consul, and his Clerks.
Captain Pellowe, Commissioner for Prisoners of War.
Dr. M'Grath, Chief Medical Officer at Mill Prison Depot.
Captains of the Royal Navy in port, two and two.
Marine and Army Officers, two and two.
Servants of the American Officers, two and two.
Followed by a very numerous and respectable retinue of Inhabitants.

The procession left Mill Prison at twelve o'clock. The coffin covered with a velvet pall, on which was spread the American ensign under which the action was fought, and whereupon the hat and sword of the deceased was lain. On the coffin being removed to the hearse, the guard saluted; and when deposited in the hearse, the procession moved forward, the band playing the "*Dead March in Saul.*" On arrival near the church, the guard halted and clubbed arms, single files inward, through which the procession passed to the church, into which the corpse was carried, and deposited in the centre aisle, while the funeral service was read by the Reverend Vicar; after which it was removed and interred in the south yard (passing through the guard in the same order from as to the church), on the right of Mr. Delphy, midshipman of the Argus, who lost both legs in the same action, and was buried the preceding evening.

CAPTAIN CARDEN.

On the 23d August, the Earl of Coventry entertained the Mayor and Corporation of Worcester with a splendid dinner at Croome; after which a most interesting ceremony followed, in the presentation of the Freedom of the City to the gallant Captain Carden, by the Earl of Coventry, at the head of the Body Corporate, who had previously voted it to him at a Chamber Meeting. Upon which occasion the Noble Earl addressed Captain Carden, in the following words:—

"Captain Carden—I feel proud to have the honour of presenting the Freedom of the ancient and loyal City of Worcester, conferred on you by this respectable assembly, in testimony of the high sense they entertain of the signal and meritorious services, so eminently and repeatedly displayed in the defence of your King and Country; and more particularly for the gallant and memorable action in defence of H. M. S. Macedonian, against so superior and overwhelming a force. The sentence of the court martial on this occasion has afforded universal satisfaction, and I doubt not that an early opportunity will be offered you of adding fresh lustre to the renown already acquired by the exercise of those professional talents, and valour hitherto so conspicuous, and on which I have this day the happiness to congratulate you."

To this address, the following spirited answer was returned:—

"My Lord—No feeling can exceed the high estimation in which I hold this attention of your Lordship, and of the Honourable Body present. This is the happiest hour of my life; this is the result of fighting the battles of a grateful nation. I feel proud and thankful for the honours you have conferred on me, and as I never can deceive my country, so you cannot be deceived in me; honoured by the patronage of one of the most distinguished noblemen, honoured by the high eulogium of one of the most enlightened bodies of my countrymen, I feel all that animated pride, resulting from the high approbation of your Lordship, and this Honourable Corporation."

CRANEY ISLAND.

The following interesting account of the attack upon Craney Island, together with some of the subsequent proceedings on the American coast, has been received from an officer on board the fleet at the time:—

"*Halifax, Nova Scotia, July* 7, 1813.

"On the 22d of June in the morning, the marines were landed at Pig's point, in Virginia, about two miles below Craney Island, which is fortified, and commands the passage to Norfolk; it was afterwards found necessary to storm the island, on which were 800 picked men, and thirty 24-pounders, flanked on its eastern end by 16 large American gun-boats, and the American frigate Constellation lying behind them; 500 men, and the boats of the fleet, were put under the command of Captain Pechell, of H.M.S. San Domingo. Captain Hanchett, of the Diadem, was ordered in his boat to lead the men to the attack: it was about eleven o'clock in the forenoon; he advanced about sixty yards a-head of the rest; and after being about two hours under the fire of the enemy's very heavy batteries and gun-boats, his boat took the ground about 100 yards from the muzzles of their guns: there was too much water and mud for the men to wade on shore, and three boats which were astern were very soon sunk by some shot which passed through the sails of the first boat: the fire of grape and canister at this time was tremendous; and while Captain Hanchett was endeavouring to save the crews of the boats which were sunk, and cheering them up, he received a canister-shot in his left thigh. He kept on his legs as long as possible, but sunk at last from the loss of blood. The boats immediately gave up the attack, and retreated. The wounded captain ordered himself to be put into a small boat, and was carried twelve miles to the Diadem, the ship he commanded, having frequently fainted from the loss of blood. An attack of this kind is a desperate thing to do at night, but in the middle of the day it requires some strong nerves: we are said to have lost 90 men that day.

" On the 25th we attacked the American camp at Hampton, took and destroyed it, and killed about 300 Americans: we lost 49 men. We embarked again on the 27th; the fleet were then lying in Hampton-roads; some part had gone up James's river to water. The next attack it was supposed would be Baltimore. I forgot to tell you, that when our boats were sunk, the Americans came down and shot the men swimming in the water; but the brutes got punished for it at Hampton."

YANKEE SPIRIT.

THE Chesapeak's guns had all names, engraved on small squares of copper plates; and the following is a list of 25 of them on one side:—

Main Deck—all 18-pounders.
No. 1. Brother Jonathan
2. True Blue
3. Yankee Protection
4. Putnam
5. Raging Eagle.
6. Viper
7. General Warren
8. Mad Anthony
9. America
10. Washington
11. Liberty for Ever
12. Dreadnought
13. Defiance
14. Liberty or Death

Forecastle.
United Tars, 18-pounder
Jumping Billy } 32-pounders.
Rattler

Quarter Deck.
No. 1. Bull Dog
2. Spitfire
3. Nancy Dawson
4. Revenge
5. Bunker's Hill
6. Pocohantas
7. Towser
8. Wilful Murder.

FIR-BUILT FRIGATES.

Two fine fir-built frigates are now ready for the slip, at the Merchants' yard, Limehouse-hole. They have been laid down on the most approved model, and there can be no doubt of their sailing. Fir frigates appear now to meet with the approbation of the Admiralty. The French vessels built of fir have generally out-sailed the British oak, and there can be no question as to the superiority in that respect; there is, however, one inconvenience attached to them —They are more apt to splinter than oak, and consequently more men are generally wounded in action, than on board common built ships. It is well known, that the French fir ships, in contest with the British, have suffered most severely by splinters, and when captured have appeared shattered beyond previous conception. Two frigates of similar construction are nearly ready for launching at Blackwall, and two or three have been recently turned off by other builders.

FEMALE TAR.

A DISCOVERY of rather a curious nature was made a few days ago at Ipswich. Mr. Embleton, master of the Edmund and Mary collier, having reason to suspect that one of his apprentices was a female, took an opportunity of making some inquiry on the subject. A confession was immediately made. This was on the passage from Blyth to Ipswich. Mrs. Embleton happened to be on board at the time, and to her the young adventurer related the particulars of her case. She was the daughter of a widow near Blyth, in Northumberland; and becoming pregnant, she determined, after her delivery, to quit her maternal home, never more to return. She accordingly procured male attire, and made a coasting voyage; after which she applied to the owners of the Edmund and Mary, to whom she was indentured. It was during her second voyage that the discovery was made. She refused to discover her name, and declared that nothing should induce her to return home. It is supposed, however, that Mr. Embleton had discovered the name and residence of her mother. It is due to the female tar to mention, that aboard the Edmund and Mary she conducted herself with extreme propriety, and was considered a very active, clever *lad*.

INTREPIDITY OF THE NORWEGIAN MARINERS.

WE copy the following passage from M. Von Buch's *Travels in Norway*:— " The Norwegian pilots are excellent people. In their large and strong boats they venture a great way out to sea; and among the skiars, we every where see with joy the blood-red and white-striped sail which marks the pilot-boats, and is only carried by them. They shun no danger, and do not wait for the calls of the vessel to guide it among the cliffs. Every rock, every stone on land, and above and below the water, is known to them; the vessel moves under their guidance through these labyrinths like a substance endowed with volition. But what a task they have to perform on a coast frequented by all nations, and on which the vessels so often seek rest and assistance among the rocks to avoid being cast away! This makes the pilots of the south of Norway among the most experienced and able, and, perhaps, also the boldest in the world. In the autumn of the year

1806, I was at Langoe, in Oester Rusoer. A few days before, during a severe storm, a number of vessels, more than five English miles out at sea, demanded to be piloted in. The pilot sprung to his boat. Every person ran to the shore to see how the affair would end, for the storm was dreadful. The pilot ran against the wind, disappeared and again appeared, and on reaching the ship, the boat then upset, and he disappeared for ever.—"It could not be otherwise," cried the son, and sprung to his boat: "my father ventured too much; he cut the wind one point too sharp. He took his course towards the vessel exposed to the same hazard; but he avoided the supposed error of his father, reached the ship, and conducted it happily into port. The father was blotted out from the list of the living. Every pilot lays his account with this; and his fate overtakes him generally even sooner than he imagines. How many wives of pilots are there on the islands who have been six and even eight times wedded, and yet with the probability of its not being for the last time."

PROVIDENTIAL DELIVERANCE.

On the 27th July, the brig Delight, of Bridgwater, John Sperree, master, being at anchor in Minehead road, some of the crew observed something white waving on a rock surrounded by breakers, about a mile distant; the captain ascended the mast, and with his glass discovered two young ladies entirely insulated by the tide. With the most humane promptitude, he immediately manned his boat, and proceeded to the spot; but so great was the surf, that, though within hail of them, he could not safely effect a landing. He immediately returned to his vessel, got two anchors, and a second time made for the rock; when, by throwing out one of them a-head, and the other a-stern, he moored his boat in the surf; immediately one of the seamen jumped overboard with a rope, and fastening it round one of the young ladies, was dragged with her into the boat; by the time he could get back to the other the rock was nearly covered; however, he succeeded in rescuing her likewise from a watery grave.—The situation of these two young ladies can more easily be conceived than described, when the captain landed them at Minehead in an almost lifeless state. It appeared that they walked out among the rocks, and sat reading together, and it was nearly half-flood before they discovered their perilous situation. Had not Providence so timely interposed, a few minutes must have terminated their existence. The greatest praise is due to Captain Sperree and his ship's company, for the humanity and promptitude which they displayed in the relief of these fair unfortunates.

NAVAL GENEROSITY.

The following act of true generosity occurred in Plymouth a short time since:—As Mr. Tatam, town serjeant, was standing at the Guildhall door, he observed two naval officers looking at the prisons; and on coming up to him, they inquired what debtors were confined there; when Mr. Tatam informed them of the case of a poor man of the name of Collihole, who had been some time under confinement for a small debt, whom they requested to see; after some conversation with him they went to the town clerk's office, and ascertained the amount of debts and costs, which they immediately paid; and also left a sum to be laid out for him, either in household goods, or in tools to set him at work again, as should be thought most to his advantage. They also made inquiry for any seaman's widow with a family, who might be left in distress, as they had a farther sum of money which they wished to lay out to some such charitable purpose, and were referred to the Rev. H. Gandy for information, and as a proper person with whom they might intrust their money to have it laid out agreeable to their benevolent intentions.

SWEDISH SEQUESTRATIONS.

A NOTICE has been given respecting the Swedish sequestrations by the Referees appointed by Act of Parliament for the distribution of the property received or to be received from Sweden, that they have obtained proofs of the condemnation of 47 vessels at Carlsham, 19 at Gottenburgh, and seven at Ystadt.

NEW DANISH CANAL.

THE Canal which unites the Baltic and the North Sea, is thus described by a traveller:—The locks on this great work have been pronounced by skilful architects to be masterpieces in their way. The three first, *viz.* Hottona, Knoop, and Rathmannsdorf, raise a vessel coming from the Baltic each nine feet, and she is let down to her former level by those at Konigsforde, Kluvensick, and Rendsburg. The upper breadth of the Canal is one hundred feet, that is, forty feet more than that of the Canal of Languedoc; ships of ninety tons burthen can navigate it, but they must not exceed six-and-twenty feet and a half in breadth. The entrance of the Canal, at Hottona, bears the following inscription:—

Christiani VII. jussu et
Sumptibus mare
Balticum oceano commissum,
1782.

CURIOUS NAVAL ANTIQUE.

Glenvale, August 25.—THE remains of a vessel were lately discovered in Ballywillian bog, about a mile from Portrush, in the liberties of Colerain.—From the examination of the size and form of the ribs and boards, it has been conjectured that she carried at least forty or fifty tons. Notwithstanding the injuries of time, the outside boards still measure an inch and a quarter in thickness; of them, however, only small pieces could be discovered. Some of the ribs are eight inches broad, five deep, and seven or eight feet long; many of them exceeded this measurement considerably. Neither keel nor mast could be discovered. It is rather to be lamented that she was torn up and carried off before her situation could be exactly investigated. The timber is all of oak, several cart loads of it were drawn away. She was found in a mount, about forty feet in diameter, composed of stones and clay, but chiefly of moss, about fifteen perches from the shore of the bog; the bog has been all cut away around this mount; it is about six or eight feet in height. Several bones have been found in it; to what species of animal they belonged cannot be ascertained; the air speedily dissolves them. Some silver coins have been found in it, the letters cannot be distinctly discerned; from comparisons, however, the date of one of them might probably be ascertained; hence the age of the vessel, and the purposes for which she was employed, may also be discovered. In the mean time, nothing but conjecture can be had on this subject. Some are of opinion that, at a very distant period, there was a communication between this bog and the sea. This seems to be improbable, as the bog is elevated more than 40 feet above the level of the sea. At the same time, it must be observed, the sea has been retreating for many centuries in the neighbourhood of Portrush, as well as in many other places in the North of Ireland. It could be established, on tolerable authority, that the lands of Cloughorr, Crocknamack, Kernabawn, and Maghremena, were formerly covered with sea water; and that the hill upon which Portrush stands, was surrounded, like the Skerries, with water. Though all this should be admitted, it would not be sufficient to establish a communication between the place where this vessel was found and the sea. Every circumstance considered, it is likely that the place where the bog now stands was once a lake, and that the vessel was used thereon, as a place of safety during the time of invasions, or while hostile feuds prevailed between contending Chieftains. We are convinced that the inhabitants of Ireland were reduced to the disagreeable necessity of making caves to answer these purposes, while the Danes and Normans ravaged the Northern coasts. We have seen ashes, to a very considerable quantity, cast out of these caves in which vertebræ were found, that seemed to belong to the human spine.

SPANISH COLONIES.

The Government of Puerto Rico, in consequence of a recent Decree of the Cortes, has proclaimed various new commercial regulations adapted to promote the prosperity of that settlement. The privileges heretofore enjoyed by the capital of the island only, are extended to all the other ports; where Spanish and neutral vessels may discharge their cargoes, and take return cargoes of the productions of the colony, or other merchandise, including the precious metals, without the necessity of referring to the Custom-house of the Capital. The importation of gold and silver is duty free; on exportation to foreign countries, there is to be paid, on gold 3 per cent. and on silver, 10 per cent. The Spanish exporter of cattle pays two dollars a-head for the large, and four reals for the small; the foreign exporter pays three dollars for the former, and six reals for the latter. The duties on other articles are to be lowered.

DREADFUL CATASTROPHE IN SWITZERLAND.

By the overflowing of the river Birse, at Dornach, canton of Soleure, upwards of 150 persons perished, in July last. The following relation of this melancholy event is taken from *The Aschaffenburg Gazette*:—

"On the 13th of July, the river Birse, swelled by the rains, overflowed its channel, and undermined the foundation of a house, the proprietor of which called for assistance. The alarm-bell was rung, and a number of persons ran to assist the inhabitants in saving their effects. While employed in this humane office, the house and an adjoining wall fell, and buried 12 persons in the ruins.

"Near this house and the bridge over the river, was situated an ancient tower, which served as a prison, and in which were detained three men, who, perceiving the waters gushing out from the ground beneath their feet, entreated loudly to be released from their perilous state. The gaoler, who had been long deaf to their prayers, persuaded that this tower, which had stood so many ages, would yet resist the violence of the waters, resolved at last to go and assure them that their fears were groundless; but found it no easy task to pacify them; and he was still engaged in conversation, when the tower, with a tremendous crash, fell upon the bridge, and he was killed, along with one of the prisoners. The calamity did not end here.

"The alarm-bell had attracted to the bridge a great number of persons of both sexes: the ruins of the tower fell upon the bridge, broke it in the centre, and all those upon it were precipitated into the torrent, and many were drowned. About 60 persons from Basle, 50 from Dornach, and 10 from its environs, are still missing. It is known that they were upon the bridge at the time of the catastrophe, and it is believed that they have perished."

IRISH EXPORT COMMERCE.

The following Parliamentary document exhibits a list of the principal articles of Export, shipped from Ireland from the 5th January, 1812, to the 5th January, 1813:—

Linen	35,787,000 yards	Hogs	35,000 head
Beef	145,000 barrels	Lard	20,500 cwt
Bread	11,700 cwt.	Oats	825,000 barrels
Bullocks and Cows	79,000 head	Oatmeal	46,000 cwt.
Bacon	450,000 flitches	Oil, Rape	163 tuns
Butter	435,060 cwt.	Pork	156,700 barrels
Barley	225,000 barrels	Rape seed	5,700 qrs.
Beans	8,000 do.	Sheep	15,900 head
Candles	11,000 cwt.	Soap	12,309 cwt.
Calf Skins	20,000 dozen	Snuff	10,900 lbs.
Flax	65,000 cwt.	Tallow	5,700 cwt.
Flour	127,500 cwt.	Tongues	4,800 dozen
Hams	25,000 cwt.	Tow	1,800 cwt.
Hides	35,000 hides	Wheat	335,000 barrels

The total value is nearly thirteen millions sterling; a strong proof of the increased trade and prosperous state of the country.

CORRESPONDENCE.

LETTER XXIII.

MR. EDITOR, *August 6th*, 1813.

HAVING ventured to offer so many strictures on the B. of A. I should have been wanting in duty both to your readers and myself, if I had not continued to make every inquiry in my power on the subject, and to employ deep and serious consideration on the result of those inquiries.

It is after such inquiry and consideration, that I venture once more to intrude my thoughts on a matter of such vast national import, and point out some more of the evils which I verily believe arise wholly from the want of a preponderance of naval opinions at the board. My former letters have embraced many of the points in which the navy suffers from being governed by land-men, and the evil becomes more and more felt, as the magnitude of our naval force is augmented; so much so, that I am induced most seriously to recommend to the admirals and captains of H. M.'s navy, to present to the Prince Regent, a strong and dutiful memorial and petition on the subject, respectfully stating the evils which exist, and solemnly requesting, *that a professional administration should superintend the affairs of the navy*. I am not censuring any individual; I complain of a *system*, which prevents any individual connected with it from doing good. We ought constantly to bear in mind *this most important truth*, that although for some time past the harvest of laurels has been gathered by our gallant brethren of the army, and the gleanings only thinly strewed for our sailors, that our great enemy is preparing an immense fleet, very far superior in number and weight of metal to any that France has hitherto been able to put to sea; and we must not be dazzled either by the splendid victories of a Wellington, or the splendid and gorgeous trappings with which our troops are decked, so as to lose sight of the truly British political axiom, that *Britain's best bulwarks are her wooden walls.*

There never was a moment which teemed with more awful consequences than the present. As a maritime power, *Britain has not a friend.* Our assumed rights, and our acknowledged power on the ocean, are not more detested by the tyrant of France, than by the Autocrat of the Russias, or our exotic ally, Bernadotte. Should the present armistice end in a continental peace, it is too probable that we may soon rank the northern navies as auxiliary to those which Buonaparte has constructed, and some of which are to be found in all his ports from Amsterdam to Venice. Look at your map, reader, and see how numerous these are. On this consideration we should seriously dwell, and view well the means we possess of counteraction. The first great step towards the possessing a great and *effective* navy, is doubtless the possession of a wise and competent naval administration, the members of which should not only be endued with good natural talents, but great experience in naval matters. The *majority* of our present board, may possess the former for ought I know, but they are certainly wholly destitute of the latter; and the whole state of our naval affairs leads to a conjecture, that our naval men are always in the minority, unless their situations deprive them of all naval recollection. I have, indeed, often heard, that there is some mysterious and oblivious influence in the great anchor over the entrance into the great house, and the endeavour to continue snug in this anchorage seems to predominate over every other consideration; or perhaps the consciousness of a certain *majority* against them on any point in which they may differ from their chief, produces a sort of lifeless apathy; and becoming hopeless of doing good themselves, conclude that no good is to be done by any. But this conclusion is wrong, for although the great fault lies in the general construction of the Board, and not so materially in the individuals who compose it, I would, by no means, have it credited, that I thought the selections of the *minorities* which have from time to time taken place, have been always judicious. Some who have been appointed to this office, have been men of very limited service, mere doggers round our own coasts and the Bay of Biscay, and some celebrated for the narrowness of their views, from the parsimonious table, up to the highest branches of the service. A microscopic eye at a weekly account has been fondly considered by the owner (and his associates, perhaps) as a masterly exertion of genius, and those who have been loudest and most virulent in taking advantage of their power to find fault when accidents have occurred, have been ever the least capable of guarding against such themselves. Are there not at this present moment some circumstances of evident absurdity apparent in the distribution of our naval means? Think you not, Sir, that America will be joined by all Europe in laughing at the immense power and force vested in the hands of Sir John W. to carry on the naval war with the American squadron of frigates, while off Toulon we have *five or six sail of the line*, and *eight or nine frigates* fewer than is possessed by the enemy within!! Call we this blockade? I am most certain, that with all this disparity, opportunity only is wanting to enable the gallant Pellew to add another wreath to those well-earned laurels, which his skill, valour, and humanity have already so justly aggregated; but is not this too great an odds, while storms and tempests exist as well as enemies fleets, to trust the honour and safety of our country to in one quarter, while Commodore Rodgers, and his comrades, is honoured by the attention of I doubt not upwards of *one hundred sail of pendants*. Here, Sir, you could set us right, by a comparative view of the American navy, and the fleet under Sir John Warren's command, and the detached squadrons aiding his operations against those terrible Yankees.

You have seen, what energy, what *clumsy energy*, has been used since the misfortune of losing the Guerriere; and one of these days, should any misfortune befal one of our fleets, we should again rouse and shake ourselves, and I trust the first shake would rattle the gentlemen of *terra firma* from their *borough* seats, and fill their places with able seamen. Chance, Sir, has led me to mention two of our naval heroes employed in high commands, men who have done most excellent service to their country; and for upwards of forty years, one has been constantly, the other generally, in active employment; yet those men are to receive orders for their professional proceedings from Mr. D. Sir G. W. and Mr. O. or any other letters of the alphabet, as *borough* convenience demands !—That the B. of A. should be at so low an ebb as not to possess officers of higher naval rank than most of those employed at sea, appears to me degrading to the service; for it is not quite seemly for junior rear-admirals and captains, call them by what titles you may, to command those who are so superior to them in professional rank, and, in almost all cases, in abilities of all sorts. But for land-men, who are utterly ignorant of the nature of the command of a single ship, to have a majority at a Board where the discipline, evolutions and positions of our immense fleet are directed, offers a case, which the Demon of Error, and the Master Buffoon of absurdity, must have united to produce. Their united talents could hardly cause a more preposterous or mischievous effect. It would take a volume to expose every link in this chain of mistakes, but I think the plain simple facts are enough to establish my position, that *there is a necessity for a change ; that naval men are the best judges of that necessity ; and that it is a duty incumbent on them to point it out to the power where redress is easy, respectfully stating the evils which exist, and solemnly requesting that a* NAVAL *administration may superintend the affairs of the* NAVY.

Perhaps one of our new surveyors, who is, I believe, a very clever man in most respects, but has an immense hobby horse, may one day ride up to the Board on his nag in the shape of a *four-decker !* I think every seaman will immediately inquire, not whether we have *docks* to receive her, as those might be made could we find *harbours* fit for the navigation of this imitation of the good old bishop's *Kraken*, but where these harbours are to be found ?—It would also be well if the ingenious architect was to propose a rendezvous to be opened on the coast of *Patagonia*, which is probably within the range of Sir J. W.'s gigantic command ; for our liliputian seamen, of five feet six or eight inches high, will cut a small figure indeed on the lower yards of H.M.S. *Kraken*, unless a new mode of rigging be adopted, and the *four-decked* be also a *four-masted* ship. The makers of *trusses* will, however, have good custom, should the plan be adopted, as many ruptures would be the certain consequence every time the sails were furled. I mention this latter evil *seriously*, and as seriously hope that the very able projector will give up his plan ; for should he once offer it to the *board*, and prove to the *majority* that his ship is neither so large as Westminster Abbey or St. Paul's, I should not be surprised to see it adopted, and the four-decker built with all possible haste as a flag-ship for the American station ; she may then convoy out the *mules*, and her appearance will certainly *sink* poor Commodore Rodgers into utter insignificance. Now, we are all in haste to build large frigates, and I heartily hope that we may have peace with our old colonies before they are finished. As the dimensions of the American frigates were well known, a *naval* B. of A. would at least have begun to build others equal to them, as soon as *the* orders in council were issued, as I think they were fully tantamount to a declaration of war against the United States, and I had no idea that our Billingsgate squabble could have lasted so long. Then, the flag-ship of the admiral should have been the only ship of the line employed against a navy of (I believe) nine frigates; and we shall have abundance of work, ere long, for our large ships elsewhere. Had we, indeed, a *naval* administration for our *naval* affairs, I have no doubt but that we should long since have known the proper tonnage of every class of ship, and also known how to proportion the numbers of each class; but there cannot be a greater anomaly than now presents itself on a view of one of our fleets. We have not only ships of all sorts and sizes, but we have *first*, *second*, and *third* rates, &c. of all sorts and sizes, and till we have a permanent Board of A. and a permanent Board of Naval Architecture, we shall go on trying experiments till some fatal blow brings us to our senses. But "All establishments die of dignity," &c. &c. as I have before quoted. I will only now add my regret, that so much difficulty exists with respect to a *naval First Lord*. Common sense seems in this respect not supported by our experience, for within my recollection nothing tolerable has occurred when such an appointment has been tryed. Ignorance, impotence, or tyranny, are either bitter bad ingredients, to preponderate in an officer whose situation requires very great qualifications to enable him to excel. I think I could point out some fully equal to the task, many doubtless superior to those who have lately undertaken it; but I should have little objection to the First Lord being practically unacquainted with nautical affairs, if all the other Commissioners were able naval men. The connection with the throne and the council board should certainly be maintained by a man well versed in general politics. As such, our present First Lord may, I doubt not, be a proper person to preside, had he a proper Board to preside at; but when shall we again see the patriotic and enlightened Lord Spencer, or the liberal and worthy Mr. Grenville, at our head? I am, Sir, yours, &c.

A. F. Y.

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MR. EDITOR, *Plymouth, 20th August*, 1813.

I HAVE not, owing to a temporary absence from my usual moorings, seen your interesting and valuable publication for July till this day, or should have availed myself of an earlier post to notice a letter in it from Bristol, on which I beg to offer a few remarks, should no other correspondent have already done so.—The epistle I allude to is from an IRON GUN, couched in terms of great disrespect towards his brethren, and finding fault with every thing relating to them, even to their very catering, of which, from being one of the family, he ought to be a good judge, though it may naturally be supposed, from the random manner of his discharges, that he has, like other valiant weapons, as well as Hudibras's Toledo trusty, grown rusty or rusticated from want of recent service.

It appears no less curious than inconsistent, that the "unaccountable neglect" complained of by the *Iron Gun*, in the equipment of our navy, and in so vital a point, should have existed during the last twenty years of her exaltation and triumph; that HOWE, ST. VINCENT, DUNCAN, NELSON, *and the innumerable galaxy of heroes in their immortal train*, should with transcendant genius for war, indefatigable zeal for the service of their

King, and devoted patriotism as Britons, have *all* been insensible of these great neglects, now so publicly complained of; which many of them, when at the head of naval affairs, might have remedied, and which, it is well known, if properly stated to the Admiralty, and *authenticated*, would receive immediate attention and redress. On the contrary, it may be fairly inferred, that the above great and noble characters, as well as the majority of the officers of the British navy, not only approve, but admit the superiority of the equipments alluded to; and that had the *crying evils* existed, of which your correspondent complains, those illustrious officers must have either corrected them, or been liable to an imputation of wilful negligence or stupidity, irreconcilable with the high renown of their invaluable lives.

As the discussion of points of equipment for offensive or defensive warfare in the public papers, or in the NAVAL CHRONICLE, which are known to reach the French shores, and the United States, would equally tend to the information of our friends and *enemies*; * I shall not enter into the various details of the objections hazarded by your correspondent, nor is it necessary on any other account than for his own information, as British naval officers well know the share of respect their enemies shew to our present case and grape shot; as well as the great *inconvenience* and *danger* of overcharging, and particularly carronades, on board of ship in the hurry and confusion of action; and they will wonder where your correspondent has acquired the knowledge on which he grounds his assertion, that *increasing the weight of the projectile diminishes the reaction of the piece*, or in his own words, that, "when pieces are loaded with case shot equal to *double* of the present allowances, the recoil will be *less!* an assertion which it is impossible to prove the correctness of, either by theory or practice.

Indeed it first struck me, that your Bristol correspondent must be some *American*, who, under a specious appearance, wanted to *pump* JOHN BULL for information upon a subject in which he is a novice, of which there cannot be a stronger proof than the account of the boasted *spring* rocket, given in page 46 of your number for July, from a Boston paper, which, as to the action of the *springs* upon the sails is complete nonsense; and the asserted ranges are far inferior to those of the CONGREVE rockets.

As your correspondent expresses great anxiety that naval officers should superintend the equipments of guns and their stores for sea service, it is right he should be acquainted, that there have been frequent Boards of *experienced naval officers* on the subjects of maritime ordnance and ammunition; as well as for superintending experiments with them for sea service; and that many suggestions to the Admiralty, for the improvement of that branch of the service, have been submitted to their consideration and decision.

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* As a proof of the avidity with which the French seize on hints from our publications which relate to improvements in warfare, your readers may refer to a recent French work, entitled, "Traité de l'art de fabriquer la Poudre à canon, par MM. Bottée et Riffault," published with the approbation of the war minister at Paris, 1811; in which it is stated, page 137, "On voit, dans un memoir de Coleman sur la poudre de guerre, lu en 1801, à la Société Bakérienne, donné par extrait en 1802, dans les *Annales des Arts et Manufactures*, tome 6, et traduit de l'Anglais *en entier*, en 1803, par M. le Colonel d'Artillerie Vyllantrois, que la carbonisation se fait en Angleterre de deux manières," &c, &c.

"Des que l'administration eut connaissance de l'emploi de ces méthodes, elle *s'empressa* de faire l'essai des charbons résultants de l'une et de l'autre," &c. &c.

Had it not been for the public and false charge of systematic *neglect* and supineness, against a host of British heroes, many of whom are now lamented by their grateful country, I should not have considered that the letter from Bristol required any reply; as there is no chance of our government being misled by the unscientific and visionary reformations it proposes; *and I wish from my heart*, that our enemies *would adopt all the schemes* sent by idlers and projectors to our periodical works.

Your most obedient,

JEOFFERY GRAPE SHOT.

* * *

MR. EDITOR, *August* 7, 1813.

A CONVERSATION I lately held with a naval friend, occasioned him to produce for perusal the enclosed copy of a letter to Mr. Rose, in consequence of his *rapid* reply to Lord Melville's *able* pamphlet, on the subject of Northfleet. As these pamphlets are either in possession of your readers, or may be easily referred to by them, I requested that the letter should be offered for insertion in your valuable repository of naval documents; and, although it is of old date, and intended as a private letter, yet as it relates to a matter of present and public import, my request was granted; and if you agree with me in opinion of its consequence and merit, I will thank you, when most convenient, to give it a place in your publication. I am, Sir, yours, &c.

C. C. C.

SIR, *April* 19, 1810.

I am so thoroughly convinced, that should we be blessed with such a peace as would render the dismantling the greater part of our vast navy necessary, while we are so little prepared with the means of properly depositing either the ships themselves, or their guns and stores, great *delay*, *expense*, and confusion would take place; that I cannot avoid pressing you to examine most accurately the points you have already replied to in Lord Melville's letter to Mr. Perceval, and your observations on the 15th report of the Commissioners of Revision, which you say you had but a short time in your possession. Many of the circumstances dwelt upon by the Commissioners as most essential, you appear to consider as unimportant; and my regret that authority which stands so high as yours, should appear before the public as a check against a measure which all the naval men I have met with deem indispensably necessary, induces me to take the liberty of addressing you. I must premise, that Lord Melville's letter, and your reply to it, are the only documents I have seen on the subject, although ever since its first proposal, a very lively interest has been excited. This high interest induced me, while reading your observations, to make some marginal notes, with the heads of which I now intrude upon you.

Page 3d. Besides the reasons which spring from the increased magnitude of our navy, I consider that the new or enlarged arsenal at *Antwerp*, with the port and basin at *Flushing*, and the numerous (if combined) fleets of *Holland*, *Russia*, *Sweden*, and *Denmark*, offer powerful inducements to have a large fleet always ready to the *eastward* of the *Downs*, with the means of quick repair and speedy equipment; and I do not think our present dock-yards at all equal to the task, *without* referring to the western situations of the largest.

The distances of *Woolwich*, *Deptford*, and *Chatham* from the sea, with the difficulties of the navigation, and the necessity of removing the ships from these places, render them, I conceive, wholly unfit for the purpose of speedy equipment. *Sheerness*, with many faults, is upon the whole well calculated for fitting out and affording slight repairs to ships as high as 64 guns.

Page 4th. Your observation on the probable increase of expense beyond the estimate, is, I think, nearly obviated by the precautions mentioned in Lord Melville's letter (page 42); and I should conceive that *Northfleet* might be adequately fortified, *at a much smaller expense than Chatham has been*, and the fortifications prove of more general utility as a guard to the capital.

With regard to the expense, it is to be considered, that although the plan of an arsenal upon the most adequate, extended, and comprehensive system should be first laid down, and the most strict attention paid that each *minute part* that may be executed should form its exact proportion and use to the *great whole*, yet, with the exception of the basin, in which ships are to be laid up in ordinary, I should think that expense might only be *incurred* at *Northfleet*, while it is *curtailed* at *Deptford* and *Woolwich*; and the transferring or sale of the materials of these latter places, might be no inconsiderable help to the gradual rise of the former; and that the work might proceed in a very efficient way, without annual taxes to so large an amount as 600,000*l.*

Page 5th. Much may certainly be done by mechanical adaptions in our old yards, but *vast* are the advantages of a systematic arrangement from the beginning.

That the anchors and cables made in the royal yards are greatly superior in quality, there is, I believe, no doubt; and the superiority of King's built (as they are called) to contract-built ships, is, I think, as evident. Perhaps, Sir, if the first cost, the expense of moving them with jury-masts and partial stores to the places of equipment, their speedy need of repairs, &c. &c. are all taken into consideration, a contract-built ship is cent. per cent. dearer than the other.

Page 7th. Material advantages may certainly be gained in our present dock-yards, but in a comparatively small degree to what is wanted.

Page 8th. The depth of water at *Plymouth* is so good, that every possible attention should be paid to keep that dock-yard always for the purpose of short repairs. It is matter for serious regret, to see a ship lying a year or more in a dock capable of receiving a line-of-battle ship with all her stores in. Even with our present power, simplicity of arrangement, and the most useful adaptation of means to their best ends, would be of vast benefit, and is much wanted.

'If the *Sound* was converted into a good roadstead, which I believe it easily might, what a noble port would *Plymouth* then be for the western fleet.

'*Page 9th.* The magnificent roadstead of *Spithead* alone gives *Portsmouth* any advantage above *Plymouth*, and the deepening the bar at the spit should most assuredly be attended to.

'*Page 11th.* I have never seen the report of the Commissioners here mentioned; but by the *decline* of the dock-yards, I conclude a comparative decline is alone meant, except in those instances where the depth of water is decreasing. With respect to the 23 acres added to the dock-yard at *Portsmouth*, I must observe, that I believe the whole of that space was taken from the harbour, and of course 23 *acres* of tide excluded; the improvement of the yard, therefore, has taken place to the detriment of the harbour; as it is, I believe, allowed, that, in all tide harbours, such encroachments tend to shoal the water.

'*Page 12th.* Your remark on the effect of copper keeping ships longer without wanting docking is true, but it does not make less space necessary for laying them up in time of peace; and the number of ships is increased in a much greater proportion than the use of copper has reduced the necessity of docks.

'*Page 14th.* I doubt not the correctness of the comparative heights of ports and draft of water here produced, but I still rely on the *general* position, that French ships carry their lower ports, particularly the lee ports when under sail, higher than English; but I am far, *very far*, from supposing that this advantage depends solely on draft of water.

'*Page 15th.* A basin, or wet dock, would soon be found a most economical measure for the laying up our ships in ordinary. Your objections of the danger of an enemy, or an incendiary, are, I believe, all that can be urged against it. And here it must be remarked, that at the time we used to dread an enemy, our ships are not to be supposed to lie in the basin, but to be acting in their country's service. An incendiary would, I think, be much easier guarded against in a basin, than if our ships were laid up in various off ports, as you afterwards propose; and at any rate there are very many precautions to be adopted to prevent the spreading of conflagration, should it unfortunately commence. So far from space being to be found near our present dock-yards, it will appear on inquiry, that *very many* of our ships were laid up in much too shallow water, and narrow channels, on former occasions. In the *Medway*, I have often seen two 74-gun ships at the same moorings, the sides in contact, as damp as possible; and in all cases where ships are moored head and stern, a great strain takes place in a tide's way, and often one broadside has the sun on it almost all the day, while it hardly ever shines upon the other. I have also heard of the water in the *Medway* having been found prejudicial to copper.

Page 16*th*. I should very much object to ships being laid up at a distance from the dock-yards where they are to be equipped. Their being moved about under jury-masts, as it were from their town to their country residence and back again, is tedious, *very* expensive, and these numerous little deputy ports would lead either to heavy charges for their security, or great risk of the safety of the ships. At one of the places here mentioned, I should much like to see a *building yard* established. It would be much better than adding to the number of slips in our present dock-yards; and in these I believe most of our new ships are built, in a direction from east to west nearly, by which means one side has the whole south sun, the other only a small portion, morning and evening, in the summer. Hence, perhaps, it proceeds, that most ships are in some degree unequal in their sides, both as to space and weight, and are unequally seasoned.

I deem the situation of our arsenals being on the generally leeward side of the harbour or river, to be a consideration of vast importance, and of most material injury. The wear and tear of jetties, the strain on the flood gates, the chafing of ships against the wharfs, the damage to boats and other small craft, and the circumstance, that by these means, the boats which go off *loaded* with stores have to pull against wind and sea, while the light boats have a fair wind, which, comparatively, they do not need.

Page 18*th*. I apprehend the expense of carrying stores to a distance to be *very great*. These vessels and their crews are also admirably adapted for the purpose of smuggling liquor, and assisting desertion. If they were not wanted, their crews might also be employed in more useful labours.

Page 19*th*. *Falmouth* is undoubtedly most unaccountably neglected. I know it well, and have always considered its fate as most singular. You, Sir, seem well aware of its importance. That part called *St. Just* pool might be made into an excellent harbour, at a small comparative expense. Ships sailing from moorings instead of their own anchors, would run none of the small risks now talked of. The *Manacles* might possibly be made into an island, and the anchorage outside the *Castle* is nearly as good as *Torbay* in westerly winds. It certainly is further to beat round the *Lizard* than the *Berry Head*, if caught by a S.E. gale, but there is ample space, and good tides. Nor should *Halford*, as well as *Falmouth*, being under the lee, be forgotten.

Page 21*st*. You do not seem impressed with the consequence of the suggestion of the mode of returning stores in the proposed plan. If each ship, when paid off, could have all her stores placed in order ready to take them on board again when ordered for service, vast saving of expense, and *great acceleration* of equipment would take place. *Infinite* roguery would also be prevented. The stores of the ships of the Danish navy used, I believe, to be thus deposited. It has been objected, that vast space of building would be requisite; but when we consider into what a small compass the stores of a ship are compressed when abroad, I apprehend that good arrangement might easily provide for each ship, which is fit for immediate service, having a separate store.

I do not doubt, Sir, but that as much despatch as possible has been used both at *Portsmouth* and elsewhere; that is, the officers and men both of the ships and dock-yards have been full of energy, but it does not follow but that better arrangements might have produced a quicker result. You would be surprised to hear how many miles men and officers have walked in a day when drawing stores, in consequence of the inartificial arrangement of the officers and storehouses. I admit that improvements have taken place in this respect of late years.

Page 27th. Are there not already plans and surveys in abundance to serve all purposes; and is not a year's delay, in a work of such moment, of prodigious importance?

The subject under consideration, Sir, I deem to be of no less than *vital consequence* to our country; and the circumstance of your being selected by Mr. Perceval as his adviser, on a matter of such infinite importance, renders your opinion of the most serious import. In this consideration, I have taken the liberty, which, in so obscure an individual as myself, may appear presumptuous, of endeavouring, as briefly as possible, to recall your attention to some parts of the 15th report, which otherwise it is possible your constant labours might have prevented your recurring to. A long, and not inattentive study of the profession to which I belong, may, perhaps, in some degree, warrant my offering an opinion, and I have chosen the means of a private letter, as most respectful to yourself; and will trust, that the common motive which actuates us, however distant our spheres of action may be, will be admitted by you as an excuse for the freedom I have used.

I will subjoin a list of such arsenals as appear to me requisite for the disposal of our ships in peace, and their repairs and equipment at all times. I remain, Sir,

With very great respect,

Your obedient humble Servant,

* * * * * *, (Captain R.N.)

1st. A new arsenal where proposed at *Northfleet*, the plan to be on the most comprehensive scale, but with the exception of a basin to contain ships in ordinary; the work to proceed gradually and systematically; the two dock-yards of *Deptford* and *Woolwich* being proportionally dismantled, as the means of the new one advance, till they are entirely done away.

This arsenal to serve for the purposes of building, repairing, and equipping *ships of the line only*, and principally the two latter.

2d. Chatham to be confined entirely to the building new ships, and docking those which need long repairs.

3d. *Sheerness*, as an auxiliary to *Northfleet*, to be applied for ships of 64 guns, and under. Short repairs and equipment.

4th. *Portsmouth*, from its situation, and the advantage of Spithead, appears calculated for nearly the same mixed uses to which it is now applied, but on no account to have additional slips for new ships, or moorings for those in ordinary. More of these would accelerate the accumulation of mud most rapidly.

The fitting ships for foreign service should be principally at *Portsmouth*, as well as the collection of all outward-bound convoys.

5th. *Plymouth*, from its depth of water, and western situation, should be the place for short repairs and equipment of our western *line-of-battle ships*, and laying up our first rates, &c.

Falmouth to be to *Plymouth*, as I have proposed *Sheerness* to *Northfleet*, but to be also the occasional rendezvous of the western fleet, and *always* of a flying squadron of frigates.

In addition to these arsenals for mixed purposes, I would recommend *building yards* on government account, independent of any other naval concern—

One at or near *Bucklers-hard*, or *Bursladown*.

One in the *Firth of Forth*.

One in *Ireland*, which should serve as the embryo of a future arsenal in that important western situation.

* * *

MR. EDITOR, *16th August*, 1813.

HAVING in some of your former numbers attempted to draw the attention of your readers (amongst whom I hoped there would be some who have seats at the Board of Admiralty) to the capture of our frigates and sloops, by ships rated by the Americans of the same class, although far superior in every respect, I have now the most sincere pleasure in congratulating you and them on the late brilliant, and certainly unprecedented action of the Shannon and Chesapeake, where British valour, skill, and discipline (which never shone more conspicuous), in the course of a few minutes wrested the palm of victory from the brows of the enemy, and *the proud old British Union* waved over the deserted colours of our brave, but too highly elated foe. Here the ships were equally matched, and here Britons struck home. I doubt not, the example set by the gallant Broke and his crew will be henceforth generally followed, and that we shall not again have to record the capture of more frigates, which was, in my opinion, owing very much to its being impossible for the captain to lay them alongside the enemy, as was evidently the intention of them all, from the loss of their masts. I am happy to see that the officers of the Shannon have met with that reward they so well deserved, and that their promotion was so immediately attended to. I hope their gallant leader *has* not, *will* not be neglected; he has, no doubt, received a medal. I think he is well entitled to a ribbon, and a line-of-battle ship, to which his seniority gives him of itself a claim.

I was not a little surprised to observe the promotion of the first lieutenant of the Java, to be a commander, which I believe he well merits; but not more than the first lieutenants of the Macedonian and Guerriere; the mere circumstance of the fall of his captain could not of itself give him a preferable title, especially as the others are most deserving excellent officers, and must feel themselves neglected and ill used, if denied that rank which Captain Chads has so deservedly attained. It is now, Mr. Editor, with no small degree of pleasure, I come to remark on the unexampled degree of energy shewn by the Admiralty Board, in the building, equipping, and bringing forward so quickly for service, the new frigates, several of them very heavy ones; it is not yet eight months since they were contracted for; half of them are now at sea, fully manned, and well commanded; the rest are fitting, or ready to launch: this is surely highly creditable to the Board, as is their determination to build several more, exactly on the model of the largest class of American frigates; having recommended this some time ago, I do feel gratified that it is to be carried into effect, being satisfied it is necessary to preserve our naval pre-eminence, and that the *pro tempore* scheme, of cutting down our 74's to make razées or mules, was a waste of our ships, and only calculated to serve (and badly too) until the proper size of frigates could be built. I am the more disposed to condemn this plan (had it not been one of necessity), as several good 74-gun ships have been broke down to be converted into razées; the Saturn is one: I hope the others in hand will now be repaired according to their original class, as we have full force at present in every quarter to watch, capture, and destroy Jonathan's ships; and this force will be continually increasing, as many of our frigates and line-of-battle ships are under repair, and will soon be fit for commission. It may not be improper here to bear testimony to the high sense I entertain of the usefulness and propriety of the remarks and suggestions offered in several of your last numbers by an *Iron* Gun, relative to weight of metal and shot, as well as to Captain Tremlett's letter on the same subject: both are well worth the attention of those who direct and superintend the outfit of ships, as well as of every officer of the navy. These letters, as well as those of Æolus, C. H. and a Naval Patriot, you very properly recommend to the particular notice of your readers in your last preface. To one part of the Naval Patriot's letter I must object; he tells us, that if one of Mr. Yorke's *sloop-frigates*, which I call 20-gun ships, meet an enemy's frigate, she must fight; yes, if she *cannot run away*: but a 20-gun ship is an intermediate class, and *not* expected to fight a frigate, except disabled.

I believe when this plan of putting young post captains into large sloops, or 20-gun ships, was adopted, he does Mr. Yorke injustice, in saying he deprived old officers of their ships; most of them were made post and retained them; but none lost them without obtaining post rank in lieu of them. I remain, &c.

ALBION.

* * *

MR. EDITOR, *Ashton*, *September* 1, 1813.

THE IVth Volume of your NAVAL CHRONICLE, (p. 159), mentions—"Governor Hunter, conjecturing that the land called Van-Diemen was not a part of New Holland, but separated from it by a strait, fitted out a two-decked boat, of 15 tons burthen, and sent her under the direction of the second lieutenant and surgeon of the Reliance."

In the EUROPEAN MAGAZINE for August, 1800 (page 85), is mentioned the same circumstance; and likewise, that from the Madras Couriers of the 21st and 28th of January, 1795, it should seem that the ships, Duke of Clarence, Captain Hayes, and Duchess, Captain Court, having sailed from Bengal on a secret expedition, passed through the Straits now called Bass's, and which was named by Captain Hayes, Pruen's Strait; but the accounts given by these captains differing so materially as to its breadth, one saying it was only 3 leagues wide, and the other stating it to be a degree and a half, and there being no real proof that they had passed through this strait, the assertion is considered to be false.

As I have heard various doubts about who the navigator was that first discovered, and passed through the Strait which divides New Holland from Van Diemen's Land, I give the following account, lately received from a person who actually attended a Mr. Bass on his voyage of discovery. He says,—It is well known that Mr. Bass, formerly a surgeon of the royal navy, was the navigator who first discovered the Strait that divides Van Diemen's Land from New Holland, and which now bears his name. He was a man possessing very great strength of mind, and of a strong robust habit, fond of enterprise, and despising danger in any shape. His first visit to New Holland was in H.M.S. Reliance, with his brother-in-law, Captain Waterhouse. It is presumed, that the inactive life of a surgeon did not accord with the lively enthusiastic spirit which seemed to have had possession of his mind. He therefore quitted the naval service for the express purpose of exploring those lands, but little known: however, his ardour for such pursuits appears to have abated considerably, from the circumstance of his not having, or being provided with the means equal to his wishes for the execution of such enterprises; therefore, it will not be a matter of wonder, that he was, though reluctantly, persuaded to relinquish his projects, and turn his mind to traffic. Mr. Bass first conceived the idea of New Holland being divided, by observing, in several excursions, a constant swell setting from the westward, through what was then considered to be only an inlet. Being unsatisfied in his mind as to the cause of the westerly swell, he requested the Governor (Hunter) to fit out a small vessel for the purpose of ascertaining whether such a Strait really existed or not, and allow him to take a few volunteers from the Reliance; the latter part only of the request was granted; and therefore, not being able to obtain any other assistance, he resolutely ventured in his whale-boat, which he fitted out for the purpose. It was in this small open vessel that he discovered the above-mentioned Strait: he afterwards accompanied Lieutenant (now Captain) Flinders,* on a survey of it.

" In the first volume † of M. Labillardier's account of a voyage in search of the unfortunate La Perouse, he observes—" At noon we were in latitude 35° 30′ S. The rapidity with which these currents set to the westward, depends, perhaps, on some channel which separates the land of New Holland from those of Cape Diemen, between Point Hicks and Furneaux Island. Captain Cook, when he explored the east part of New Holland, saw no land in this space, the extent of which is about twenty *myriameters*,[*] and thought that he was at the entrance of a great gulph. Perhaps in that part of the coast begins the opening of a channel, which, after having formed different sinuosities, runs to the westward, and then forms another opening in the same latitude as that in which we experienced the strong current."—*January*, 1793.

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* It is in the power of this officer to elucidate the subject, and I dare say he will be obliging enough to do so in your next number.

† Page 458.

The Editor in a note makes the following remark on M. Labillardier's judgment. "This observation affords a striking proof of the justness of M. Labillardier's discernment; for it has recently been ascertained, that the part of New Holland, known by the name of Van Diemen's Land, is, in fact, a detached island; an English vessel having entered the eastern mouth of this newly-discovered Strait, between the 38th and 39th degree of south latitude, and returned round the south Cape to Port Jackson."

OCEANUS.

* * *

MR. EDITOR, *August* 17*th*, 1813.

IN your number for June, I was glad to find a few very sensible and pertinent remarks from a Correspondent who signs himself Albion,[†] on the evident necessity there appears for holding out greater and more sufficient inducements to the numerous and so highly useful classes of petty officers employed in the navy; they are the sinews of our naval strength; it is they who form our able seamen, as non-commissioned officers in the army form our steady soldiers; and while all allow their merit and their claim to encouragement, it is truly wonderful that it has so long been delayed or neglected. Now, however, they have something to hope for; necessity (and I blush for the country, that brave and meritorious men should, through necessity alone, receive an adequate reward for their labours) must now lead our naval advisers to consider how they can best prevent so many of our prime seamen from entering into the service of our enemies. I mean into that of the Americans, who hold out such inducements as cannot fail to prove resistless to men who have served perhaps long and zealously without adequate reward, or other prospect than that of continuing in their present station until no longer fit for service. The writer in question refers to a work of Lieutenant Hodskin, which, as I have not had the good fortune to see, I can say nothing of;[‡] but the subject is undoubtedly a most interesting and momentous one, and must, as well as the gradual abolition of corporal punishment (in animadverting on which, my valued coadjutor, A. F. Y. and our friend in question, Albion, and Æolus, seem so willing to assist me), in time, I hope in a short time, give place to a milder and better system of government on board our men of war. At the present period, we are peculiarly in want of men for the fleet; many additional ships have been lately put into commission, and a larger complement allotted for our frigates. It is surely then of importance to hold out *incitements* to procure them, as far as can be prudently done, without entailing on the country *a very great* additional expense; but I think the object in view might be easily attained, at an expense which, although of some magnitude, the country would never feel, and which I am certain the people of England would most willingly pay. Where, I ask, could the national revenue be more properly bestowed? Let, then, this necessary work be no longer delayed; let the class of petty officers in the navy be increased in numbers, and their wages or pay raised according to the number of years they have served; indeed, in my opinion, it would be most desirable to increase the pay in the navy generally, according to the terms of service; after five years to be raised one third, after ten, one half, and so on. Nor will it be imagined that this is too much, when you consider, that these men *had no option* but to serve; it is true, it is their King and Country they serve, and this they will do cheerfully and heartily for a time; it is only when the war continues as at present for such a number of years, as to deprive them of the *beneficial services to themselves*, of the best period of their lives, that it becomes irksome and tiresome to them; and it is to reward and acknowledge this sacrifice (for such I maintain it is), that I now come forward to request a proper consideration of the subject from those in power: in doing this, I ask nothing more than is already granted to the army. And where so many will be included, I hope an addition may, at the same time, be afforded to the half-pay of lieutenants, whose case is, in many instances, truly deplorable. These suggestions, Mr. Editor, are merely intended as outlines of a plan of amelioration, which I hope to live to see carried into effect, whether by the present Board of Admiralty, or some succeeding one. Sure I am they must have, as they will deserve, the gratitude and thanks of the noble fellows, whose exertions they direct, whose achievements *they should* reward.

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[*] A myriameter is 5,130 toises, 4 feet, 5 inches, 4 lines.

[†] A signature, by the bye, under which I have myself addressed you more than once, on the subject of the American war, and the capture of our frigates; which I mean to continue, with his permission, having prior claim to the signature.

[‡] See our NAVAL LITERATURE in the present number.

In my last letter I mentioned, that I believed the Board of Admiralty had more business than they could properly manage, and proposed the addition of an auxiliary Board. I have since learned, that with respect to the *building* and *repairing* of ships, the Commissioners of the Navy have the sole charge, subject only to the approval of the Admiralty; but considering the scale to which our navy is now raised, I am afraid little aid from them is to be expected; the duties of their own department will be quite sufficient, especially as only *half* of them are naval characters. What I mean, is a Board of Revision, or *Improvement*, to *devise*, consider, mature, and report subjects of improvement, whether originating with themselves, or handed to them by others, and their labours to be approved of by the superior Boards, *viz.* the Commissioners of the Navy and Admiralty. I am convinced much good to the service would arise from such an institution. I am, &c.

NESTOR.

MR. EDITOR, *Cornwall*, 1st *September*, 1813.

ALTHOUGH the system of blockading the principal ports of her maritime enemies, has been in some measure successfully adopted by Great Britain; yet the forming of a plan to blockade an extent of coast does not appear to have suggested itself as a practicable effort. If such a measure could be executed with any tolerable degree of certainty, the advantages must be apparent, if the space invested be the haunt of numerous privateers and vessels of war, that issue forth to attack her commerce; and especially, if, added to this consideration, it be also the resort of commerce carried on by any of her enemies.

That an object of such magnitude would be liable to interruptions in the execution, must be acknowledged; nevertheless, it must also be allowed to comprehend particular advantages. I shall, therefore, proceed to explain in what manner it may be effected.

When outward-bound fleets are on the point of sailing, or convoys expected from distant parts, the cruizers sailing at such times from the ports of France, have been but too successful in making captures, notwithstanding our numerous cruizers employed in looking after them. But if many of these cruizers, at such times, had been arranged in connection, ready for offence and defence, it is very probable, that such cruizers would have suffered so severely, as to have rendered this mode of warfare far more hazardous than it is at present, besides cutting off their captures.

Let it be supposed that a valuable fleet is about sailing into the Atlantic; or that one is expected from that ocean; how is it possible to guard all the French coast along the Bay of Biscay, so that cruizers and their captures may have little chance of escaping?

In considering the proposition without a plan, it may be thought that it would require a vast naval force to effect such a purpose; but when viewed, as reduced to a syſtem, much of the imagined difficulty disappears.

From Ushant to Cape Ortegal, the distance is about 99 leagues; suppose a vessel stationed three or four leagues from Ushant, and so a chain continued in the line of bearing of Cape Ortegal, which is nearly S.S.W. ¼ W. each ship, or vessel, at three leagues distance, to within the same distance of the southern Cape, this would require *thirty-one ships and vessels of war*; and the arrangement would be as exhibited in the sketch annexed (see p.208) In executing such a plan, it would not be necessary that the vessels should be all frigates, or even sloops of war; yet every other alternate vessel ought to be of force, ready to assist against a superior enemy. Between two frigates might be placed a sloop of war, an armed brig, or a cutter; and on the appearance of any number of hostile cruizers, part of the chain could soon draw together by signal to make head against them. A line of ships and vessels of war thus stationed, would prove a formidable barrier against cruizers issuing from ports in the Bay of Biscay; the greatest distance any vessel could pass in hazy weather, or during night, would be four miles and a half; and this distance would be altogether accidental.

In clear weather, a signal might be communicated from Ushant to Cape

Ortegal in a short time. If something similar had been practised when squadrons of the enemy were expected to sail on distant services, they could not have passed without being observed, and their situation communicated to the commander-in-chief off Brest, or any other of the naval stations in the Bay.

Should it be said, that such an arrangement would be liable to many objections, on account of blowing and hazy weather, when the vessels would be uncertain of their real situation with respect to each other, and be unable to keep their proper stations; it is answered, the same objections apply to every naval operation, particularly those embracing objects of magnitude and extension. Ships of war cannot be expected to keep post like a body of troops on the land; during hazy weather they cannot ascertain their positions like military bodies directed by fixed objects at hand; but they can do all that can be reasonably expected from good seamen and navigators; and that is all men will require who are conversant in naval affairs.

If a line, thus formed, were only in very indifferent order at the season when large and valuable convoys were expected from the West Indies, or any other quarter, the difficulty the enemy's cruizers would find in getting into the ocean from the Bay of Biscay, or from the ocean into the Bay, must be apparent to every impartial mind. In the night the danger might be as great as in the day, on account of the probability of falling on one side of the intermediate spaces. The same might be observed of the danger during hazy weather, as the vessels could not be so disunited as not to admit of a great probability of many of those belonging to the enemy, whether cruizers or captures, coming in view.

When by chase any part of the arrangement might be broken for a time, the other vessels should continue in their proper stations, or extend their distances two or three miles to fill up the vacancy, as otherwise some hostile vessel might pass unnoticed. To prevent a great opening being left, not above two vessels should chase at a time, unless the object were of magnitude. When no probability appeared of closing with the chase, it ought to be immediately relinquished.

On the return of any vessel thus drawn off, or on the clearing away of thick hazy weather, there could be no difficulty in ascertaining on what part of the line such vessel had fallen, or the positions of the whole; as by an immediate display of number signals, each shewing that of her station, the discovery would be at once made, one being next to Ushant, and so on to thirty-one off Cape Ortegal. If fifteen and sixteen were to chase, either towards the coast or the ocean, on their return to the line, without depending on the knowledge of any vessel by sight, by shewing their numbers, 15 and 16, and seeing them answered by 10 or 18, they would immediately ascertain their position, and the course to their proper stations. This line could not be supposed to preclude cruizers from being employed in harassing and capturing the enemy on his coast.

The adopting of such a measure might, perhaps, be found more efficacious in cooping up the enemy, than any that has yet been practised. And when long-practised modes have been proved to fall far short of expectation, by the experience of many years, dearly purchased, why should not others be executed by way of experiment? If, indeed, the mind of man is arrived at its *ne plus ultra* in naval tactics, if it is to be chained down by the belief that nothing new can be discovered, then indeed the country ought to sit down contented under all her losses and disasters as remediless; but until this can be proved by the testimony of experience, she has a right to expect that her power shall be tried in all possible shapes for her benefit, and not to be fettered by old prejudices, which time has established into overbearing assumptions. Has not the mode of warfare of fleets undergone a modern revolution? What has been the consequence of the 12th of April, 1782? Let the battles of the first of June, 1794, of Aboukir, and Trafalgar, bear witness. It would once have been thought the height of arrogance, and daring ignorance, to have proposed any such modes of attack.

When it was intended to execute such a plan, it might be necessary that those to be employed on the service should have no knowledge of the intention, until in a situation whence it could not be communicated to the public, and so to the enemy, who would be particularly guarded when it was known that such an arrangement was to take place.

It must not be supposed this precaution alludes to those in the service, otherwise than by incautiously communicating such information; by which means it might find its way into the public prints, which always give the maritime enemies of Great Britain, near her, timely notice when convoys are to sail, or are expected, and every likely operation of her fleets and squadrons. A source of information to an enemy, pregnant with greater evils than may be imagined, and which the benefit of the country certainly requires to be in a great degree restrained.

A squadron might be sent to sea with sealed orders, to open them in such a latitude and longitude, directing it to extend itself northward from Cape Ortegal, and another at the same time in like manner from Ushant southward; and if the numbers were not complete, it could be filled up in a few days, all having their numbers particularly specified; and therefore there could be no mistake of station. To prevent the enemy having any knowledge from appearance, those next the land might be placed at a greater distance, or to cruize off and on, as at other times.

Opposite the enemy's naval ports ought to be ships of force, and the 5 first numbers might be occupied by ships and vessels attached to the Channel Fleet.

Were the blockade designed to be continued for any considerable time, the vessels to compose the line could be victualled accordingly; or a plan of relief might be necessary, which would take about twelve more in number. After the first had been stationed six weeks or two months, relieve the twelve next Cape Ortegal; in a fortnight these may be supposed ready to relieve the next twelve; then there would only remain the six next to Ushant, which could be done occasionally, more especially if they were chiefly attached to the squadron designed to cruize off Brest. Thus the whole might be relieved every nine or ten weeks; or in a shorter period, if judged necessary.

It might be objected, that the number of ships and vessels of war it would require, could not well be spared; but surely the magnitude of the object ought to be allowed considerable weight; and more so as it would now render the American commerce extremely hazardous. It might, however, be asked, whether a portion of the British navy could be in any manner more beneficially employed for the advantage of the country? It would require, including the number mentioned for relief, about the eighteenth part of the ships and vessels of war in commission, employed, or designed for active service.

The whole coast of France might be thus blockaded. From Ushant to Calais is about 102 leagues; but Jersey and Guernsey lying in the track, about 23 vessels would be sufficient. From Calais to the Elbe, the distance is about 100 leagues, and at four leagues distance from each other (as well as those from Ushant to Calais), would require 24. As the greater part of the 47 between Ushant and the Elbe would be near our own ports, their relief could be effected by about 16 more; thus requiring about the 7th part of the British navy to blockade our enemy's coast from Cape Ortegal to the Elbe. Appearances at present give the nations of Europe reason to hope, that such an extent of sea-coast will not long remain under the control of one gigantic power.

But without grasping at such an immense object, it will appear that it is practicable to blockade the Bay of Biscay, or even a greater extent of coast, with a small part of the British naval force in commission. This system could be transferred from one place to another, as existing circumstances might require.

If something similar had been adopted off the American ports, where their navy frequent, could they have reigned so long without chastisement?

What might be the effects of such an arrangement on an important extent of an enemy's coast, cannot be truly ascertained, unless experimentally put in execution; but perhaps its beneficial consequences might prove more than imagined, and give privateering a more fatal blow than any it has yet received.

That a part of the British navy could be better employed may appear doubtful; as the arrangement comprises in itself the advantages of several detached squadrons; and commands a space of sea to which, according to the general mode of cruizing, they are altogether inadequate, although their aggregate number may be equal.

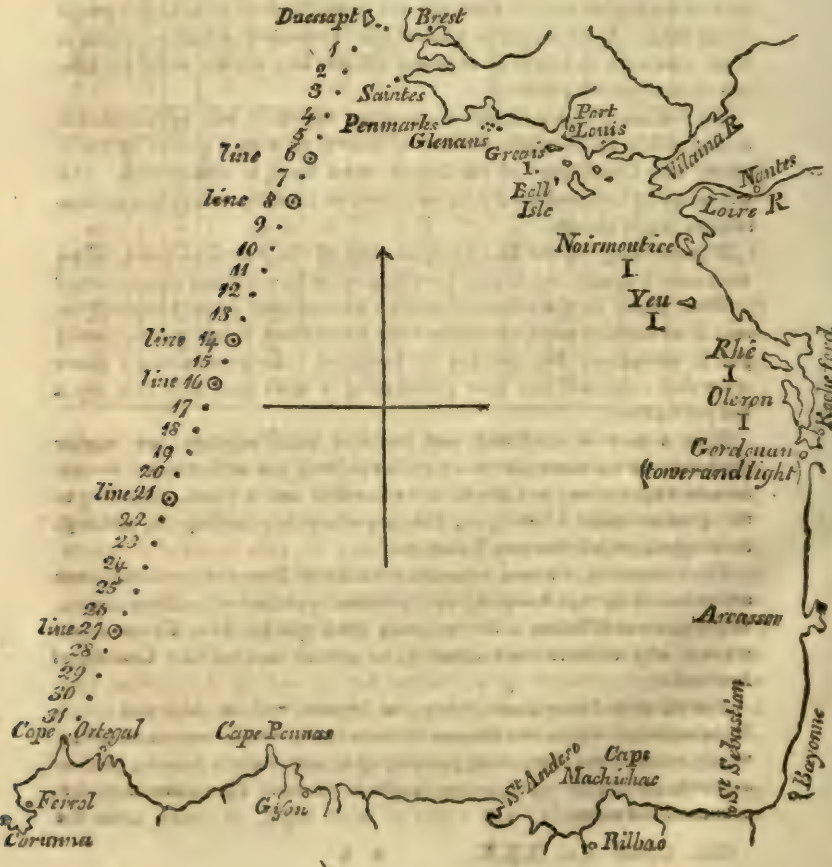
The advantages of thus commanding the Bay of Biscay at particular times are so manifest, that it would be superfluous to add more upon the subject. While this was effected, a line reaching from the Lizard to Ushant would prevent any cruizers from entering, or getting out of, the Channel of England.

The distance being about thirty-one leagues, and the ships and vessels being stationed within two leagues of each other, would require about 14, which would leave very little probability of any hostile vessels, or their captures, passing the space, unless of superior force. Man cannot, indeed, command the elements; and a gale of wind might, at times, cause the space to be left partly open; but in general it would be impassable but by a superior force.

If this last measure had been put in execution during former wars, great advantages would have been derived from it. The vicinity of the secure harbour of Falmouth, to the Lizard and Bay of Biscay, would render the plan much easier in execution, than if the vessels had to run further eastward for supplies, or in any exigency that might occur, which obliged them to seek refuge in port.

Should the French privateers, to evade the line, run further into the ocean, it could be suddenly transferred to the suspected haunt, stretching itself on a given meridian from one prescribed latitude to another. When the Baltic fleets are expected home, a line could be extended from Flamboro' Head to the Elbe, or in any other manner that might be judged safe and beneficial.

J. M.



MR. EDITOR, *Bristol*, 12*th August*, 1813.

I BEG leave to send you a statement, containing the quantities and weight of shot for making up grape and case, agreeably to the proposed charges contained in my letter of the 10th of July last, compared with the Woolwich regulations.

SEA SERVICE IRON.	GRAPE.			CASE.									
				TIER.						COMMON.			
				Containing 3 shot in a tier, each being in diameter ,454 parts of the diameter of the round shot.			Containing 7 shot in a tier, each being in diameter ,333 parts of the diameter of the round shot.			Woolwich Regulation for.		Proposed.	
	Weight of each Shot.	Woolwich Regulations for Sea Service.	Proposed.	Weight of each Shot.	Woolwich Regulations for Field Pieces.	Proposed.	Weight of each Shot.	Woolwich Regulations for Field Pieces.	Proposed.	Weight of each Shot.	For Sea Service.	Weight of each Shot.	For the last discharges previous to Boarding, or for repelling of Boarders.
	lb. oz.	No.	No.	lb. oz.	No.	No.	lb. oz.	No.	No.	lb. oz.	No	oz.	Number
42-pr. gun	4	9	21	4		21	1 8		56	13½	47		
32-pr. ,,	3	9	21	3		21	1 3		56	8	56		
24-pr. ,,	2	9	24	2 4		21	14		56	8	42		
18-pr. ,,	1 8	9	24	1 11		21	10½		56	6	42		
12-pr. ,,	1	9	24	1 2	15	21	6½	42	56 7oz	4	42	4	144
9-pr. ,,	13	9	24	13½		21	5		56	3	44	3	144
6 pr. ,,	8	9	24	8½	15	21	3½	42	56	2	40	3	96
68-pr. carro.	6		15				2 8		42	8	90	8	272
42-pr. ,,	4		15				1 8		42	8	66	8	168
32-pr. ,,	3		15				1 3		42	8	40	4	256
24-pr. ,,	2		15				14		42	8	32	4	192
18-pr. ,,	1 8		15				10½		42	6	31	4	144
12-pr. ,, *	1		12				7		35	4	32	4	63

As the largest size tier shot, and the shot used for grape, are nearly of the same dimensions for every calibre, the grape will answer all the purposes that the largest size tier shot can effect, and in consequence there will be *no occasion* for having more than one kind of case (*viz.* the smallest size tier shot, which contains 7 shot in a tier), for each nature of ordnance on board, excepting the case intended for the last discharges from guns and carronades on the quarter-deck, &c. previous to boarding. These cases, being considerably longer, will be easily distinguished from the tier case. However, all case should be marked with paint on the canister; describing what nature of ordnance it is intended for, as well as the number and description of shot contained in them, which would prevent mistakes.

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* Carronades of this calibre being only 5¾ calibres in length, will not admit of a greater charge of shot. A proportion ought to be made 7½ calibres long, the same as other natures.

The following suggestion I beg to submit to the notice of the owners and commanders of merchant ships, as well as of East and West Indiamen. These ships are, at times, liable to be compelled to engage with privateers of superior force, and with little probability of escaping; if they should not have the good fortune to disable their opponents, by carrying away one of her masts, which from the lightness of their shot, there is little chance of their accomplishing, but by using of cylindrical shot,[*] whose weight shall be equal to twice that of the round shot: ships carrying only 6, 9, 12, or 18-pounders, would be enabled to discharge shot in weight equal to 12, 18, 24, or 36-pounders, and the chance of disabling the enemy, by carrying away a mast, would be considerably increased; or by placing several of these shot in the hull under water, would soon compel them to bear away.

Cylindrical shot, from its form, is likely to be much influenced by the resistance of the air; and, consequently, be diverted from its direction; it should, therefore, only be used when within the distance of a cable's length from the object; and should only be fired from guns denominated *heavy*; as the recoil will be considerably increased, even more than what is occasioned by discharging two shot at a time.

Grape made up with cylindrical shot would prove far more destructive to rigging, &c. than the round shot now used. 32-pounder grape, made up with shot whose diameter is 2,775 inches, and weighs 3 lbs. by adding a cylinder of the same diameter to it, whose length shall be equal to $\frac{2}{3}$ of this diameter; the shot will be then increased to the weight of 6 lbs. and in length 4,625 inches; which is ,22 inches longer than the diameter of a 12-pounder shot.

Grape or tier shot, chained in couples, would prove very destructive to rigging, when fired at the distance of half a cable's length.

I am, Sir, your obedient Servant,

IRON GUN.

ERRATUM in the last letter of this worthy Correspondent.

In p. 54, describing the diameter of the shot for making up of grape, Iron Gun stated it to be $\frac{5}{11}$ of the diameter of the round shot: in our publication it was by mistake printed 5-11$\frac{1}{4}$, which conveys no distinct idea.

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LETTER XXIV.

MR. EDITOR, September 15, 1813.

I HAVE but just been able to look into your CHRONICLE for August, and have not been able to peruse the whole of it; but if I am still in time for the insertion of a few lines in your next, I would wish to inform your Correspondent, *Impartial,* that a suggestion of what the *opinion* of naval men would be, does not amount to a *proposal* that naval officers should appoint the L. C. A. nor do the frequent endeavours I have used to assure you and your readers, that while I censure the public measures, I never have doubted the intentions of our naval officers at the Board, merit the terms he is pleased to apply.

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[*] By adding to the round shot, a cylinder of the same diameter, whose length shall be equal to $\frac{2}{3}$ of this diameter, will then be double the weight of the round shot. A cylindrical shot will appear as if the round shot was divided in two, and one of the parts put on each end of the cylinder.

If *Impartial* will write his eulogium on the officer in question, he will find no one more ready to admit *the most indefatigable and honest zeal throughout his conduct than myself,* who never having favour to solicit, could have no chance of refusal, and being equally unknown to all parties, am not likely to be particularly attached to one.

Had *Impartial's* remarks on my opinion of the public measures of men, of whose soundness of intention I never once hinted a doubt, been conveyed in more temperate language, and without surmising that pique and disappointment existed, when only a pure and zealous love of a profession I can now only look at at a distance, is to be found, I should have been more particular in an explanation.

I remain, Sir, yours, &c. A. F. Y.

HYDROGRAPHY, PILOTAGE, &c.

SOUTH AMERICA.

BRAZIL.

MOUNT MARIAMBA is 36 miles W.S.W. (by compass) from Redondo, or Round Island, off the entrance of Rio Janeiro: between the said mount and the east point of Isla Grande, is the channel into Mariamba, and is about four miles and a half wide, with regular soundings, from 7 fathoms, at half a mile off the Mount Mariamba, to 15 fathoms in the middle, and 10 fathoms off the said island, fine sandy bottom, and only shoaling in the middle to 12 fathoms as you approach it.

On the north side of Mariamba Mount, is a bank, or large flat of shoal water, having from 4 to 3 fathoms water, and at one place on the northern part had only 2 fathoms, hard sand and shells; the western edge of this bank stretches N. b. W. 3 miles towards the Island Guiaba; between that island and this bank is the channel to go up between the islands of Iderouza and Jaconori, and the mouth of the river Taguai. At the entrance of this channel, between the said bank and the Island Guiaba, it is about 1¼ miles wide, having 18 fathoms in the middle, shoaling regularly to the bank side, to 6 and 8 fathoms. A cable's length off the island, but within it, it is flat (off the main), with 4, 5, and 6 fathoms, so that a ship may stand to 6 fathoms (on that side), and 7 fathoms on the bank side, and middle channel, you will have only 12 fathoms, ouzy bottom, but getting farther up to the N.E. the bottom (entirely across) is sandy, only 7½ and 8 fathoms in the best of the channel, where it is about a mile and a half wide (between the west flat and Mariamba Bank); so that a ship may stretch across, not standing to less than 6 fathoms on the N.W. side, and 7 fathoms on the S. E. side; and on coming within 2 miles of the island Iderouza and Jaconous, you suddenly drop off this flat part of the channel into 9 and 10 fathoms, muddy bottom, and may stand N.W. or S.E. no danger but what may be seen, and so on; between the two last named islands is the proper passage, which, together with adjacent islands, are bold to, in 8 fathoms, and 13 and 14 fathoms in the mid-channel, the narrowest part of it being about one mile broad.

On being the east side of the island the channel is more open, and may stand to S.E. in 6 fathoms, and towards a white rock off the island Iderouza to 8 fathoms, which is bold to, having 10 fathoms in the middle, but on drawing near the two islands (between the islands of Iderouza and Madeira) the middle channel shoals regular to 7 fathoms, and becomes a flat, and may stand to S.E. in 6 fathoms, and towards the last said islands 6½ fathoms, observing to give the S. E. point of them ¼ of a mile berth, as there is shoal bank stretching S.E. full half a mile, to which stand no nearer than 6½ fathoms, and towards Jozes reef than 6 fathoms; here is about 1½ miles working channel; being passed those islands, you may stand to the island of Madeira in 5 fathoms, and off to the S.E. or the flat of Jozes reef, in 5 fathoms, having 6 and 6½ fathoms in the middle, muddy bottom, till within 1½ miles of the mouth of the river Taguai, where you anchor.

All that broad water between it and St. Joze's reef, is a flat of 4½ and 4 fathoms, muddy bottom, where any number of transports may lay like as in a mill pool, little or no stream of tide, and no sea can arise from wind in any quarter to hurt them, and enemy's troops may be conveyed by common flat-bottom boats up the said river, and land with ease, within a few miles of Santa Cruz.* Being in the fair way between the Isla Grande and Mount Mariamba, with a fair or S.W. wind, steer about north for the Island Guiaba, at a mile and half distance, you will have a small peaked rock, on the top of the highest mount on the Isla Grande, that is remarkable, and none other like it; on the west side of the detached rock off that island, with a single cocoa-nut tree on it, also called Poor Pedro, bearing about S.W. then steer N.E. with the island Guiaba on the larboard, and edge of Mariamba bank on the starboard hand, opening the said peak to the westward of the said rock (which is called Poor Pedro), gradually till Poor Pedro come in a line with an hollow or a notch in the sloping part of the said mount, a little to the S.E. of the said peak, you will then have the top of a high mount on the main, west of the island Guiaba, shut in over the south side of that island, bearing about W. b. N. and the S.E. end of the island Madeira will be just open of the island Iderouza, then steer N.E. b. E. and E.N.E. keeping the top of the last said mount just in sight over the island Guiaba, and the point of Madeira Island just hid behind Iderouza, carrying at first off the island Guiaba, 18, 12, and 8 fathoms, in the best of the channel, until you are about two miles from the passage, between the islands Iderouza and Jaconou, where you deepen from 8 fathoms to 10, 12, and 14 fathoms, in passing the last of the said islands; after passing the island on the said course, you will see two high mounts N.E. b. E. making with a ragged peak in the eastern slope of the western mount; keep that ragged peak just open and shut with the western slope of the eastern mount, carrying from 12 to 7 to 6½ fathoms, in the best of the channel, to the anchorage of the river Taguai, when the east end of Madeira island will bear N.N.W. and the mouth of the river N.N.E. at two miles distance. On the east side of the Isla Grande are three small bays; first from the east point of the islands of Palmos Bay, with an island off its east point of the same name. The second is, Inseada Abroo Bay, with a small island half a mile off its eastern point, and the rock called Poor Pedro, about a mile and a half off its said point; and the third, or westernmost is, Inseada Astrilla Bay. These bays (each of them) are about a mile wide, and a mile and a half deep; having 7¼ fathoms in the middle, shoaling regular to 5 fathoms, within half a cable's length of the shore, mud bottom, and easy of access, having no danger but what is seen.

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* A summer residence of the Prince Regent of Portugal.

The middle, or Inseada Abroo Bay, is the most preferable, as it lies S.S.W. whereas the others lay W.S.W. by which they are open to receive the eastern swell that falls between Mount Mariamba and Isla Grande.

JOHN PIKE,

Rio-Janeiro, 10 *August*, 1808. Master of H.M.S. London.

⁂ For a nautical description of the adjacent coast, see NAVAL CHRONICLE, xxi, 43; xxii, 30; xxvi, 231.

TY-FOONGS, OR HURRICANES, IN THE SEAS OF CHINA.[*]

TY-FOONGS[†] are generally confined to the northern part of the China sea, between the islands Hai-nam[*] and Formosa:[†] these tempests also happen near the north end of Luzonia, as well as to the eastward of this island, and the Bashes; moreover from Formosa toward the Japan isles.[‡] Ty-foongs are most severe when near the land: as the distance from the Chinese coast is increased southward, a proportional decrease in their strength is experienced: their violence seldom extending so far south as latitude 16° N. They frequently commence without any previous indication of their approach: a serene sky, with the horizon remarkably clear, is not always a favourable aspect on or near the coast of China; for often a series of fine weather and calms, favouring the augmentation of heat above the average temperature, is followed by a Ty-foong, which near the coast generally commences at N.W. or N.N.W. and veers very suddenly to N.E. and E. from which quarter it often blows with inconceivable fury, raising the sea in turbulent pyramids, which impinge against each other. From E. it proceeds toward S.E. and southward, abating in violence. Such is the brief history of a customary Ty-foong; but this rotary motion does not always observe the same regular progress, especially at a considerable distance from the coast. In such cases, after commencing as before in the N.W. quarter, they frequently veer to W. and S.W. blowing very severely; from thence, still veering southward, they become moderate about the S.E. quarter, as in the former case.

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[*] These observations are extracted from the same officer's MS. remark book, which has of late so largely contributed to enrich the hydrographic pages of the N. C. They appear to have been written towards the end of 1807, or beginning of 1808, and correspond, in many instances, almost verbally, with Mr. Horsburgh's description of the same phenomena, in the second part of his "Directions for sailing to and from the East Indies, China, &c." published 1811. But the text above is of a date 3 or 4 years prior to that publication, from whence we conclude they both are adopted, with slight variations or amendments, from some more antient publication; and are entitled to the more attention, as sanctioned by the joint authority of two such careful investigators as the actual Hydrographer of the Oriental Seas, and the very distinguished professional character to whom we are indebted for the present article.—(HYDROGRAPHER.)

[†] In the Chinese language, *Toy*, or *Ty*, signifies great or mighty; *Foong*, is wind: which affords a ready interpretation of the compound term adopted in the text, and almost naturalised in nautical English.

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[*] Hainam, or Hai-nan, bounding the gulf of Ton-kin S.E.ward, extends about 55 leagues N.E. and S.W. and is about 25 in breadth. The circumjacent coast, when viewed from sea, is in most parts very high and uneven: but inland there are many level districts, producing rice, sugar-cane, tobacco, and areka. These cultivated plains are separated from each other by lofty mountains, covered with forests, through which the natives have cut narrow passes in the most accessible parts, in order to penetrate from one district to another. The island is subject to the Chinese, who hold all the places of honour or profit, keeping the inoffensive indigenes in an abject state. The N.W. coast is little known to Europeans; some shoal banks are said to line the western part, which may be approached into 14 or 15 fathoms water, the soundings being regular. The S. and S.E. coasts are bold, with soundings from 25 to 35 fathoms near or close to the headlands, deepening to 65 or 70, about 5 leagues off. The S. coast is indented with several fine bays, affording good anchorage, and which may each be considered as a safe harbour during the N.E. monsoon; but they are partly open to southerly winds.—(*Horsburgh.*)

[†] Formosa, or Pa-kan (called also Tay-wan, or Ty-oan) is about 70 leagues in length, extending nearly N.N.E. and S.S.W. the land is generally high, up the country, but low in some places sea-ward; with soundings near the shore, particularly on the west side. On the southern part is a high double-peaked mountain, discernible 20 leagues in clear weather, from which the land slopes down to a low projecting point called the south cape, or S.E. point of Formosa. This point bears about W. ½ S. from the west end of Botel-Tobago-Xima, distant 13 leagues. N.E.ward of the point there is a village, with a harbour for small vessels; and there is said to be soundings near it on the west side. N.W.ward of this cape about 13 leagues, is Lamay isle, situated about 3 or 3½ leagues distant from the coast, with soundings between. About 13 or 14 leagues farther northward, lies the harbour of Ty-oan (formerly the Dutch settlement of Fort Zeeland), with a table-hill inland E.S.E.ward. This harbour, and the other inlets along the same coast are mostly fronted by shoals; and from the entrance of the river Pon-kan, in latitude 23° 25′ N. sand banks project 3 or 4 leagues to the offing. Ty-oan will not admit vessels drawing above 8 feet, and the other inlets also are shoal. Europeans have no intercourse with this island at present. The south point is situated in latitude 21° 54′ N. longitude 121° 5′ E. by mean of many chronometers and observations of ⊙ ☽ *. The northern extremity is in 25° 18′ N. 121° 34′ E. the N.W. point in 25° 11′ N. 121° 6′ E. the N.E. point in 25° 11′ N. 121° 56′ E. by chronometers. There is a group of three islots off the N.E. point, with a safe channel within about 3½ or 4 leagues wide.—(*Horsburgh.*)

[‡] Called in the Chinese language *Yat-poon;* from *Yat,* sun; *Poon,* country; expressive of that luminary appearing to emerge in the morning from the ocean in the vicinity of these isles. Yapoon, Yapan, Iapan, seem to be the progressive corruptions of Yat-poon, merging in Japan.—(*I. S. S.*)

These storms have been known to happen in every month of the year, except January, February, March, and April: but have seldom been experienced severe in May, November, or December. The period most liable to them is the autumnal equinox, more particularly if the change of the moon coincides therewith. This case occurred in four different seasons; and in three different years have ships been dismasted by Ty-foongs on the coast of China, one of the later instances occurring on the night of September 21st. In 1798, on 13th September, a Ty-foong did considerable damage. In 1802, about the 15th September, the Nautilus, of Calcutta, and a Spanish frigate, were lost near the Lema isles. Fortunately, the utmost violence of a storm of this kind soon subsides; but gales of wind sometimes blow from the N.E. quarter steadily for several days, in September and October, near the coast of China; these, however, are not frequent. During some years there is no Ty-foong on this coast; at other times two, and even three, have been felt in the same year. Near the coast of Cochin-China, or between it and the island Hai-nam, from latitude 14° N. to 19°, gales are experienced, which commence from the N.W. quarter out of the gulf of Ton-kin; these blow severely, with dark weather, and a deluge of rain: from about N.N.W. they veer to S.W. and even southward, where they abate. On the west coast of Luzonia, or near Cape Bolinao, in September, October, November, gales are sometimes known: they mostly commence from N.N.W. to N.W. veering and abating much in the same way, with heavy falls of rain, and a turbulent, cross sea.

The prognostic of a Ty-foong, described in the Directory, namely, a red appearance in the clouds, is not a good criterion by which to judge; because a hazy atmosphere preventing a distant view of the land, generally prevails in medium weather on these coasts. Often at the rising and setting of the sun, particularly the latter, the clouds all around, especially those opposite the luminary, are tinged by reflected light with a heavy red, in settled weather. This appearance has been mistaken as an indication of a Ty-foong. Neither is an irregular swell a sure warning, for such frequently prevails on the coast, when the weather near it is not unpleasant. But when the summits of the hills or islands are enveloped in deep black clouds, while the horizon is clear in some places, then there is some irregularity in the atmosphere. Ty-foongs, however, cannot be said to be preceded by any certain signs. The best method to anticipate these celebrated storms, is to attend carefully to the marine barometer. In 1804, on 21st July, when proceeding by the inner channel to China, and passing from the coast of Cochin-China across the gulf of Ton-kin, in latitude 18° N. the mercury fell considerably more than might be expected so near the tropic of Cancer, before the commencement of a gale from W.N.W. and during the storm in a marine barometer (by Troughton) it fell from 29,65 to 29,5.

Although it has been observed that the months most liable to Ty-foongs are August, September, October, implicit confidence is not due to such observation: for during several years preceding 1805, the severest Ty-foongs happened in June and July.

PLATE CCCXCIX.

THE subject of the annexed plate is a danger, accurately determined, if not actually discovered, on board H.M.S. Belliqueux, when commanded by Captain George Byng,* now Lord Viscount Torrington, to whom we are indebted for the original survey; and a detailed description of the same will be found in that able officer's remarks, &c. during a passage from China to Penang in 1807, inserted in the second hydrographical section of the present volume; and farther elucidated by a comparative description of several places in or adjacent to the Belliqueux's track, taken from Horsburgh's "Directions:" which extract is hereunder concluded from page 154:—

"Balook-Balook is a considerable island, in longitude 121° 50′ E. having a sloping hill at the north part, and low land to the southward, bearing N. from Mataha, and with it forms the east side of the Peelas channel, which is 4 or 5 miles wide, and very safe. This channel extends N. and S. and the tides in it appear to be regular, and pretty strong during the springs: the soundings are irregular, from 25 to 35 or 40 fathoms, and off the south end of Mataha there is 16 or 18 fathoms water. About midway in a direct line between Mataha and Balook Balook there is said to be a rock or danger. A ship having passed Tamook ought to keep nearest to Mataha in entering the Peelas channel, to avoid some coral patches that lie off the south end of the island Peelas; on one of which the Neptune's boat (June, 1801) had only 4 fathoms. When through the Peelas channel, the fair track is directly northward, on the east sides of the islands Samboys and Teynga, which are safe to approach, and there is a passage with 8 and 10 fathoms water between them. With a working wind a ship ought not to stand near the N.W. part of Basilan (or Baseelan), eastward of Balook-Balook,

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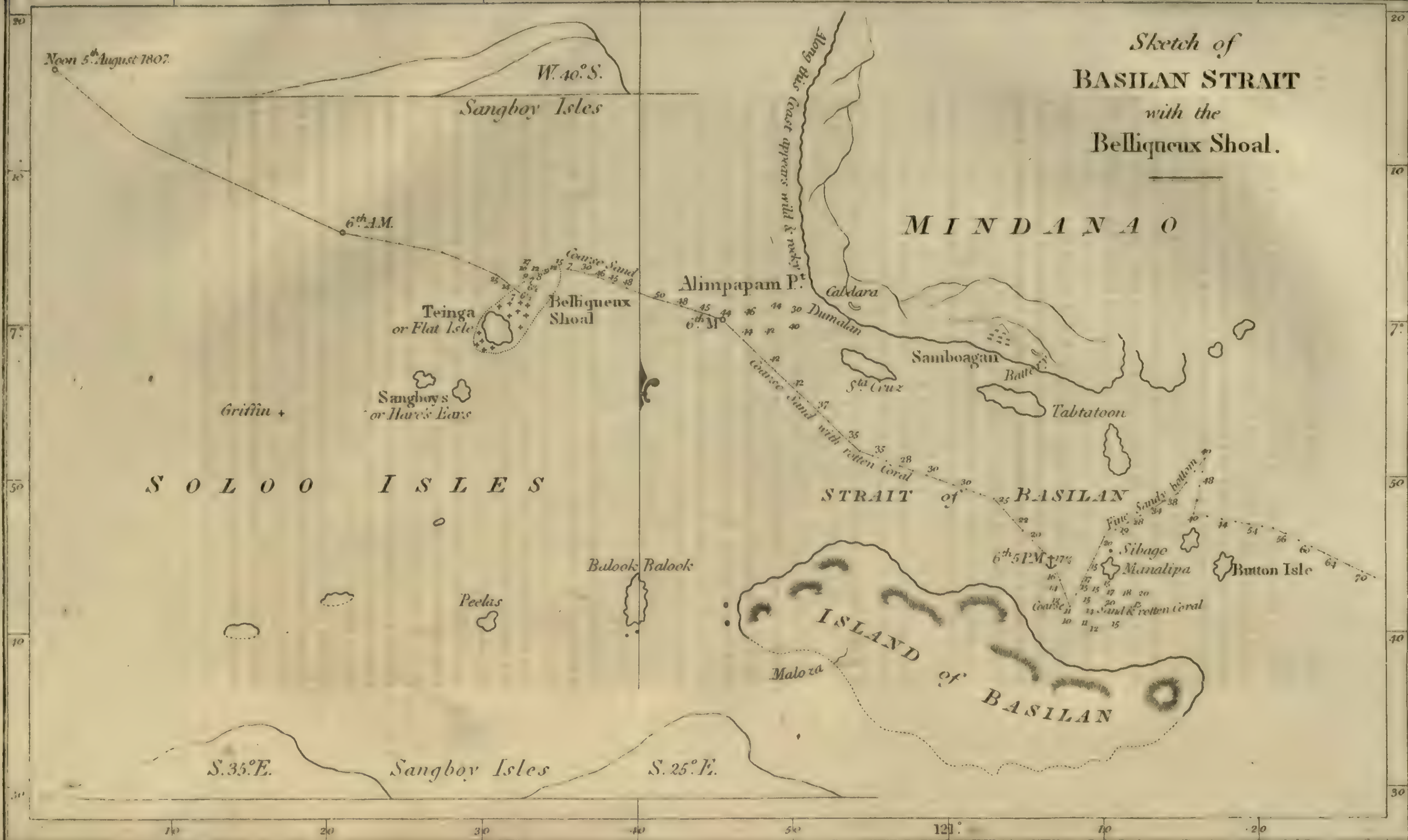
* N. C. xvii, 470; xxi, 125.



Sketch of
BASILAN STRAIT
with the
Belliqueux Shoal.

for in this situation the Mentor grounded on a shoal; to avoid which, ships that sail through the inner channel between the southern coast of Baseelan and the islands, should steer from the west point of Baseelan N.Westward, and borrow towards the N.E. side of Balook-Balook in passing.

" Sangboys, sometimes called the Hare's ears, are two high islands close to each other, in latitude 6° 48′ 30″ N. distant 2½ leagues northward from the northern extremity of Peelas.

" Teyuga, in latitude 6° 52′ N. longitude 121° 43″ E. by chronometers, distant about 4 miles N.Eastward from the north Sangboy, and on the meridian of the north end of Peelas, is small, very low, and covered with trees; it is the northernmost island of the Soloo group. All these islands abound with wood, but excepting Belaun they appear to be destitute of good water in the dry season, according to the statement of fishermen: however, there is said to be some on Tamook during the rains in the S.W. monsoon.

" Maloza river, on the S.W. side of Baseelan, is situated on the eastern side of Maloza bay, and bears about N.N.E. from Tamook, the S.E. point of the bay has a *tope* [grove] of tall trees on it, with two small islands opposite; one of which, called Gowenen, is high, but not distinguishable, from the offing being close to the shore of Baseelan. A ship intending to water at Maloza may anchor near this island; the direct passage for boats going to the river being between the S.E. point of the bay and Gowenen. The river's mouth is fronted by a shoal bar, over which a loaded long-boat can only pass at high water, that is with the moon on the meridian, and only one flood during 24 hours. The village of Maloza is about a mile up the river, the entrance of which being narrow, is not discernible till close to it; and the trees from each side joining together, and forming a canopy over it, makes the aspect within very gloomy. Although this river has been recommended as a good watering place, it is by no means so for small vessels which are not well armed; and it is so narrow for some distance below the village, that there is not room to row the oars. If a ship be obliged to water here, two boats armed ought to be sent together; and when the water is found to be fresh, it is not advisable to proceed higher up to the village on account of the perfidy of the natives.

" In March, 1793, the Anna's long-boat made three trips to this river for water, and twice went up to the village: the inhabitants seemed very friendly, and the fisherman, who acted as guide, endeavoured to persuade us to land, saying that we would be well treated at the village, that there were only women and children in it, the men being out fishing. This apparently seemed the case, for few men were seen, but plenty of women came to the boat, with poultry, &c. to barter with the crew for handkerchiefs, knives, and trinkets. I [Mr. Horsburgh], however, discovered from one of the boat's crew, who understood the language, and had landed, that there were more than 100 armed men concealed behind the bushes, and he overheard two persons appoint the time when an attack was to be made. But fortunately their design was frustrated, for like true assassins, they had not the courage to make the attack, because three Europeans in the boat kept arms constantly in their hands. The ship Glocester, of Bombay, about three years after, had two boats cut off in attempting to water at this inhospitable place.

"A ship, after getting about four leagues northward from Teynga, will have no more soundings in passing along the west coast of Mindanao, which is all bold high land steep-to, and may be coasted within a convenient distance. The winds here in the N.E. monsoon will be found light and variable from the N. but when brisk they generally prevail between N.E. and E. In latitude 7° 25′ N. about 7 leagues northward of the S.W. part of Mindanao, called Alipapan point, the Revenge watered in a small bight; but the shore was so steep that she nearly tailed on the rocks when in anchoring ground. Porto Maria is said to lie 4 or 5 leagues farther northward, having 30 fathoms water in the entrance, decreasing to 8 or 10 within side, where fresh water may be gotten, and shelter from all winds but those between N. and W."

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from page 147.]

BULLETIN THE TENTH.

DECEMBER 1807.—I was placed in a tolerably decent well furnished apartment, with a bed, stove, &c.; I wished to have something to refresh myself with, which they granted. They then proceeded to search me, took the whole of my clothes, the few pieces of silver they found on me, my knife, razor, &c.; observing, I should have them returned in due time. I prevailed on them to leave my pantaloons; and as only the collar and sleeves of the shirt remained, I consequently did not fear being deprived of the comfort of preserving it.

I wished to know the reason of this cruel usage? it was the custom of the country, they said; and they wished to prevent my getting away again. They then locked me up, and retired. I now began with inexpressible grief and sorrow to meditate upon my unfortunate destiny. It struck me, that perhaps the gaol was weak, which was the cause of their taking away my wearing apparel, supposing that I would not attempt escaping in that naked condition: this was a soothing and pleasant reflection, and I waited with anxiety for daylight to examine it; determining the following night to be off, if left even stark naked.

I suffered all night the most cruel torments that the mind can suggest; never even slumbered, I was so astonishingly agitated. I supposed all my companions were safe, and that I was the only unfortunate wretch of the party; losing them the first day, I was always of opinion was a bad omen;

the ease with which I could have avoided the gate-way to this town (had I been aware I was on the road that passed it), perplexed me; in short, I found myself in a state of distraction. I endeavoured to tranquilize myself, with the hope of being able to get out of my present prison; or, at all events, escaping from my guards on my march back to France. I had already got away from the most strict and best guards in the universe, French gend'armerie. These ideas proved to be a kind of salutary balsam to my much tortured bosom.

I found myself excessively cold in the night; a severe frost and snow setting in, the latter end of December, could not expect it otherwise..... In the morning, about six, an old lady (the gaoler's wife) presented me with a cup of coffee, which I eagerly swallowed; the poor woman felt very much for my distressed situation, and actually shed tears. I begged she would provide me with materials for writing a letter to the commandant. Her husband brought me them; and I addressed the fellow on his cruelty, in having me stripped of my clothes in a gaol (which, to my grief, I now discovered to be too secure), when he could have no idea of my being able to get away from it; wished, at least, to have a neck handkerchief and cap returned me; and begged he would have the money I was deprived of laid out in purchasing a coarse shirt and pair of stockings, which I very much wanted; also requested I might be allowed one of the military surgeons to dress my feet, that were still in a bad state. All these demands he had the kindness to grant. The secretary came and informed me I would be detained until they received orders from the government at Ulm, which would be about twelve days; he expressed great sorrow for my misfortunes, &c. and retired—great consolation.............

The surgeon came and dressed my sores, greatly amazed how I could have travelled with my feet in so bad a condition: after he quitted me, I went to bed, felt a little more calm, but could not close an eye. At noon, the old lady came with my dinner; it was a tolerable good one, considering the quarters I was in: she informed me, that I was allowed nothing but water to drink; this I considered very inhuman, as my miserable state required something more nourishing. I was supplied by a Swiss gentleman, confined in an adjacent apartment, with a few books, that amused me greatly. I expressed a wish to see him; but the old lady assured me it was impossible: "they had orders to the contrary." I was supplied with a shirt and pair of stockings; the latter I could not then put on, owing to my sore feet.

I had sufficient time on my hands at present to meditate. I revolved in my mind, over and over, my disasters and misfortunes! the vicissitudes incident to human nature! the vanity of the world! how necessary it was to have sufferings and disappointments, in order to be able to form a just opinion of what miseries others endure! These reveries quite exhausted me; I found myself very weary, and inclined to sleep: my lassitude induced me to go to bed, and indulge it; I fell soon asleep, but the perturbed state of my mind disturbed the efforts of nature, with the most disagreeable dreams and phantoms that can be imagined; and I rose, if possible, more fatigued.

At seven, my old hostess brought me supper, made my bed, exhorted me to have patience, and retired. Eleven days passed on nearly in this manner, with this exception, that I agreed with the gaoler to keep back breakfast, and give me half a pint of small wine at each meal, and a little candle, which I was not allowed after the second night.

The Swiss gentleman managed to get to see me; he spoke a little English; had been formerly in the Austrian service; co-operated with H. R. H. the Duke of York at Valenciennes, Dunkirk, &c. : he was confined for debt, had been in eighteen months, and did not expect to be liberated for six months longer; he appeared to be very much surprised at the Bavarians using me so harshly, and after condoling with me a little, retired.

On the thirteenth morning, at day-break, the gaoler appeared, with breakfast, and my clothes, and informed me, I was instantly to prepare for my journey back into France; my escort would be at the door in a few minutes. He begged I would keep up my spirits, &c. I assured him, I was well pleased at the information, and in being removed from so solitary a habitation. I certainly cherished the hope of escaping on the road back, (not imagining that I should be treated as a criminal going to be executed). I had scarcely swallowed my breakfast, when two military men were shewn into my apartment; the foremost holding in his hands an immense iron chain, shackles, and a large padlock; the sight of this apparatus destroyed every hope that had before presented itself with respect to my getting off: however, I pretended to take no notice. This man spoke a little French—saluted me civilly, and asked, "If I was prepared?"—"Yes," said I, "perfectly so."—"I am sorry," resumed he, "to be under the necessity of using these machines; it is the commandant's orders; and as you are an officer yourself, I need not observe how necessary it is to obey the orders of a superior; we are two brothers of the volunteer corps of this town, chosen on purpose to re-conduct you to France, lest you might have been ill treated by soldiers of the line." I told him they were excessively kind; and desired them to proceed and do their duty; that what I suffered was no dishonour to me; it was for my country, and I gloried in it! The commandant's secretary now joined the party: he expressed his satisfaction at his brothers being appointed to escort me. I pointed out to him the cruelty of putting so enormous a chain upon any human creature; he replied, "you have so often escaped, Sir (even from the gend'armerie of France, and those are volunteers only), that the commandant thinks it very necessary: we have no small chains. There is a carriage ordered to transport you, consequently the inconvenience will not be so great. A little more palaver followed; and my right arm and left leg were chained together, with the large padlock, &c. as before observed. I was then carried to the gaol door, where there was an immense concourse of people to behold the unfortunate stranger thus decorated. I took an affectionate leave of the old woman (who was crying the whole time), and of her husband; and, with the aid of my guards, was placed in the carriage, one of them on each side. It was an open kind of gig, drawn by two horses; they gave their orders to the postilion, and away they drove.

In passing through the streets, the windows were crowded with spectators, wishing my guards a pleasant excursion, and safe return from France, as if they had been bound to the most remote part of the globe. We no sooner quitted the town, than they examined their pieces, primed and loaded them: I observed they were rifle guns.

At noon we stopped to change horses at a small town that I had passed through but a few days before. They helped me out, and permitted me to lean on them as I went up stairs: from the weight of the irons, it was impossible I could mount otherwise. Our carriage and postilion were also shifted; and I found the vehicle carried letters, &c. also. Although, as I have before observed, one of my escort spoke French, from the depressed state of my spirits, I entered into little or no conversation with him. Sometimes, indeed, asked him a question respecting his country, merely for information.

We halted at midnight in a walled town, the name of which I have never found out; and they informed me, I might go to bed for two hours. I thanked them for this indulgence. There were two police officers attended in my chamber, in conjunction with the others. I never closed an eye. The time at length elapsed; we were again placed in another vehicle, and on the road I now discovered they were taking a more northerly direction towards Strasbourgh. We had three relays before four in the afternoon, and when we arrived at a small open town in Wirtemberg,* and stopped, as usual, at the post house, which was also a tavern, we found a number of very genteel people there. I attracted (of course) the notice of every body: they appeared desirous and anxious to serve me, and reprobated very much the conduct of the Bavarians, in using a British officer so cruelly. I was in great hopes of staying here all night, as there was at first a difficulty in procuring a carriage. However, the Bavarians did not deem it prudent (I believe), so they got a common waggon, which was filled with straw, and placed me in the centre between them.

At midnight we shifted waggon at Rothediel. At daylight we shifted again, and at four in the afternoon we passed through Gegenback; † and about midnight arrived at Offenbourgh,‡ a fortified town in Baden, and only 5 or 6 leagues from Strasbourgh. Here we went to bed; my guards having first placed theirs on each side of mine.

My mind was too much occupied on the misery that awaited me, to admit of sleep. The dungeons, in which I was inevitably doomed to drag out, perhaps, a miserable existence, appeared with all their horrors. Bitche was the place that had been originally allotted for me; and I was of opinion, from different accounts that I had of that miserable place, that my life was only prolonged to make the punishment greater by sending me there. My guards appeared to commiserate my distresses greatly; and they very frequently expressed their regret, at its being their lot to deliver me up again into the hands of my enemies: and, in justice to them, I must observe, that they anticipated as much as they could all my wishes, with respect to refreshments, &c. and made me as comfortable as they possibly could, or as circumstances would admit of.

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* Tutlinggen was the name of this small town; it had suffered greatly by fire, and was entirely new built lately. It is situated on the Danube, 33 miles N.W. of Constance.

† Gegenback, a small city in the circle of Suabia, and in Mordenaw; it was a free Imperial city, under the protection of the House of Austria formerly; it is seated on the river Kintzig, 15 miles S.E. of Strasbourgh.

‡ Offenbourgh was also formerly under the sanction of the House of Austria, but belongs at present to the Duke of Baden; it is a strong walled town, situated on the river Kintzig, about 20 miles E. of Baden. Suffered greatly in the late war between Austria and France.

(1807.) At 8 in the morning, we quitted Offenburgh for Strasbourgh. At 11, we supped at Khel,* the last stage. We got our last shift of horses and proceeded; crossed the bridge about one; were very strictly searched by Custom-house officers, placed on the bridge for that purpose, lest we might have any smuggled goods. Those fellows, as well as the sentries, were very much enraged, when I told them, they had not been so very particular a few mornings back, when I passed the bridge without their deigning to speak to me. In half an hour I was delivered up to the French gend'armerie, and found myself securely lodged in the military gaol.

The keeper of this prison was, thank God, excessively kind and civil: he shewed me into an apartment, where there was a tolerably good bed, and even asked me, if I wished to have a fire? The weather was extremely cold, with a very hard frost. I replied, I should like a fire exceedingly, but had not a farthing of money to pay for it: the little money I possessed had been nearly expended by the Bavarians, in getting me a shirt and stockings; the remainder, which was a mere trifle, I saw given to the gend'armes, who took charge of me from them. He replied, "In that case you shall go to my apartment and warm yourself; and shall want for nothing that I can help you to." This was a very different reception from what I had anticipated. He also added, "That he was an old soldier; had been twice made prisoner by the English last war in the Mediterranean; and had been very well treated." He introduced me to his wife, a German woman, who also behaved very kindly; and made me take a seat by the fire. I found myself very comfortable, after having been for several hours nearly perishing with cold. I supped with them; and breakfasted and dined the next day at their table. The lieutenant of gend'armerie of the Strasbourgh district, with another officer, came to interrogate me with respect to my escape, the different directions I had taken, &c. They appeared very much astonished at my sufferings, and wondered greatly at my being able to cross the bridge of Khel without interception. They informed me, that at daylight the next morning, I should be conducted towards my destination, Bitche, in company with eleven Corsican soldiers, who had lately deserted from their regiment at Deuxponts, with arms, accoutrements, knapsacks, &c. These unfortunate fellows, they observed, would be shot; they were very sorry that I should have such companions, but could not remedy it. I felt exceedingly obliged to them, and was very sensible of their goodness; but assured them, I felt extremely happy in the idea of arriving at my journey's end as soon as possible: they politely took their leave, and withdrew.

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* Keil, or Khel, a strong fortress on the Rhine, opposite Strasbourgh, built after the manner of Vauban; it now belongs to the French.

[To be continued.]

NAVAL LITERATURE.

An Essay on Naval Discipline, shewing part of its evil effects on the minds of the Officers—on the minds of the Men, and on the Community; with an amended-system, by which Pressing may be immediately abolished. By Lieutenant THOMAS HODGSKIN, R.N.—Sherwood, Neely, and Jones, 1813, 8vo. (pages 215.)

THIS is a work written by no common pen; and so much did we suspect its author of being different, both in point of education and of acquirements, from what he professes to have obtained, that we took up an alphabetical list of the navy, to search for the name of this said Thomas Hodgskin: when, on examination, we found Lieut. Thomas Hodgskins, (the same as we suppose, notwithstanding the *s* additional) was made lieutenant, Sept. 25, 1806.

Still are we of opinion, that he has imbibed the poisonous prejudices, if not received the very arguments and language of an eminent member of the House of Commons; but let him speak for himself. After his dedication to the English nation, in which he is guilty of an historical fallacy by asserting, " of all the blessings of freedom which you enjoy, not one has been granted to you by any *God-like goodness* of men in the possession of power"—he proceeds in his preface, thus to inform his readers—" At a very early age I went to sea, with my head full of stories of the valour, generosity, and chivalric spirit of sailors. I thought that at sea, I might have the boisterous elements to contend with, yet that I should *always meet cordial assistance, and always be supported by the harmony of affection:* much was I disapppointed at finding one universal system of terror—no obedience but what was forced—no respect but what was constrained." This beginning certainly did remind us of a certain great and most illustrious military character, who lived in the village of La Mancha; and having clad himself in a good steel coat and breeches, with a hat of the same, went about setting people to rights; in doing which, he lost all his remaining teeth, and nearly got his brains knocked out.

" A *little* experience, a *little* reflection, and some *little* knowledge" only added to the aberrations of Mr. Hodgskin's mind: it taught him, what no one ever yet discovered—" that mankind were every where made alike; that the beneficent Creator of all had given to every man similar senses and similar passions." It also taught him, that patience under oppression *was a vice*, and that—" since our rulers* seldom, in our profession, reward it in this life, no motive remains for submission to it; and I had resolved whenever oppression should hurt me, strenuously to resist it."—The natural consequence of a mind thus warped and deluded, may easily be imagined, and Lieut. Hodgskin is candid enough to record it—"The occasion was unfortunately presented, and I complained of the injury done me by a commander in chief, to himself, *in the language that I thought it merited:* he had unjustly deprived me of every chance of promotion from my own exertions, and that was robbing me of every hope . . . . But in the navy, to complain in the words of freedom, which a man learns in our country, is sedition; to make use of the language of common-sense, when unsanctioned by official forms, is mutinous and offensive; and the utterance of a philosophical truth, is treason against the oppression, prejudice, and bigotry, that there reign in all the majesty of ignorance."

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* A reference to the honours and national rewards that have been so deservedly granted to naval officers, would easily contradict this editor.

We really wonder, that with such ideas floating and augmenting, and fermenting in Lieutenant Hodgskin's brain, he should have got on in the profession as he has done, and should have escaped thus to utter the crudities of his discontent and disappointment. But we have not yet done with his preface. The following sentence is worthy of the most enthusiastic admirers of the eloquent advocate for the abolition of all naval punishments, and the placing of a ship's company in a state of freedom, such as Don Quixote is recorded to have given to the galley slaves, he so unfortunately met with. "I have seen," says Lieut. Hodgskin, "the discipline of the French armies, and I have read of the despotism of the French emperor; I have witnessed, and heard of the calamities inflicted on negroes; but with the exceptions of our seamen being better fed, better clothed, and not allowed to be murdered,—what I have seen them suffer, exceeds the cruelties of Buonaparte to his army, exceeds all that the negroes have had inflicted on them: nothing could support them under their sufferings, but a great and noble consciousness, that they are the saviours of their country—that it is visibly their efforts alone, which prevent despotism from overshadowing the earth, and destroying that liberty they were in early life taught to indulge a love of, and which they still regard as sacred, though no longer permitted to taste its blessings."

The preface thus concludes—"Though the composition is hasty, the opinions are *not*. Every day's experience of my services in the navy, has added to my conviction of their truth; they have been gradually growing up with me ever since I first went to sea; but the expediency of making them public, has only lately become so apparent through the medium of my own *sensations* of painful suffering;—an incident that added to my convictions, that it is time the public should know these things, was, the attempt at murder on board H.M.S. Union—unacquainted with all the circumstances connected with it, except through the letters that appeared in the Plymouth paper, it would be rash to pass a judgment upon it. From the known high character of Captain Lindsey as a disciplinarian, it is not too much to say that it was purely the result of discipline, that sudden feeling which was attributed to the man, as his motive, belongs to religious enthusiasm, or the ardent feelings of liberty goaded by cruelty to despair, careless of existence and hopeless of *success*. And, but that Christianity has enlightened the world since the time of *Brutus*, it is not improbable this action might have deserved to have been classed with his.

Another incident that has hastened the publication is, the capture of H.M.S. Guerriere.

The fond believers in a moral energy of character springing from liberty, may, in the following pages, find a more efficient cause for her capture, than the loss of her mast.

If, in the following pages, I have appropriated the language, or sentiments of others to my service without acknowledgment, the diversified and occasional reading, which has been mine, and must ever be the sailor's lot, prevents me knowing to whom they belong, and must therefore be my apology.

[To be concluded in our next.]

* * *

A Series of Letters, with Editorial Remarks on the existing differences between England and America. Inscribed to the Earl of DARNLEY. *By Captain* FAIRMAN, *Aid-de-camp and Military Secretary to the late Governor and Commander-in-Chief of Curacao and its dependencies, &c. &c.* 8vo. 1813.

IN this pamphlet, we find an officer of the Army wielding his pen in defence of the navy: certainly an honourable undertaking; and he has done justice to the interesting subject. The successes of the land forces, as contrasted with the late reverses of the sea service, are touched on with a degree of delicacy well becoming the character and liberality of a military man. The capture of the Chesapeake by the Shannon, has proved the justice of his remarks, and removed from our marine, that stigma from which Capt. Fairman had previously endeavoured to rescue it. The Americans and the world must now be convinced, as stated in this pamphlet, that the magic spell by which Great Britain has held so long the dominion of the seas, is still unbroken.

We extract the following passage as a specimen of the work:—

"The conduct of the American executive, in its treatment of the English prisoners, has been modelled after that of the French nation, and is another glaring proof of its invincible hatred to this country. If annoyance be the order of the day, and the contest is to be divested of those acts of civilization, which are calculated to soften the rigors but too attendant on a state of warfare, let us commence, in earnest, a system of retaliation. In this view of the matter, it is much to be regretted, that the directions which were given to Sir John Warren, should not have been more peremptory. A policy so wavering and indecisive, after the ill effects it has already produced, is imbecile and culpable in the extreme.

Such, indeed, has been the arrogance of the American government, that it must be chastised. Like a froward child, whose proud spirit ought to be humbled, it should now be made to kiss the rod. If to do this kindly she refuse, let havock, with all its horrors and devastations, be carried into her interior. Bombard her towns—demolish her works—burn her shipping, and leave her a prey to despair, and wholly at the mercy of her false friends. With her cities reduced to ashes, and converted into catacombs for their inhabitants, she will remain for ages, a miserable monument of blighted ambition—a wretched victim, for the world to gaze at, of unruly passion, and base revenge!

Instead, however, of inflicting punishment, for the chicanery, and dissimulation with which the American government has treated us; the British ministry, in its meek spirit of "*non-resistance*," and "*passive obedience*," will probably still vacillate, will further forbear. If Russia, as positively has been stated, be interposing in a friendly way, to bring about an adjustment of all differences, it is no less creditable to the character of that power, than undeserved by her, in whose favour she is mediating. But let the English cabinet pause, before it enter into an unsound peace. An open hostility is less dangerous, is more to be coveted, than an insidious neutrality; and, as it has ever been considered an excellent maxim in politics, to infuse fear, where there is no possibility of inspiring love, the United States should be made to feel some striking proof of our dread retribution, of our just resentment.

* * *

The Naval Charitable Society [under the Patronage of his Royal Highness the Prince Regent] for the Relief of Indigent Orphans, Widows, and Children, of Sea-Officers; and also of Sea Officers reduced by misfortune to Indigence. 12*mo.* 1813.

THE author begins, with giving a general state of this benevolent and most laudable Society; from which we extract the following passage:

"That those who for their country's glory cheerfully expose their lives and limbs to constant peril, are well entitled to the public protection, is a proposition, to the truth of which, the heart of every Briton bears a cordial testimony; and it is equally true, that the nation's care has, in several noble establishments exerted itself in providing in a *general* way for the relief of this description of brave sufferers: but who does not know, that every day produces cases of particular distress and misery amongst that most deserving class of persons, the Sea Officers, and their Families, which cannot obtain a timely and effectual relief from the national purse, and whose habits and rank in society, while they greatly add to the poignancy of their distress, preclude them from many of those resources which are within the reach of persons of a lower condition.

"The necessary expences of a Naval Officer rarely admit of his providing for sudden contingencies and future want; and where the pressure of an increasing family forces him upon a system of self-preservation, the stroke of fate often intercepts his efforts of economy. Improvidence is the generous error of those, whose lives are past in hourly jeopardy; the seaman's temper, and his frequent and long separations from female society, are but too apt to hurry him into the indiscretion of marrying without provision: thus, are Naval Officers and their families, more often than any other description of persons, thrown back upon the community without livelihood or resource, and without any other blame ascribable to them, than the venial inadvertencies which spring from temperament and desultory habits.

"To alleviate the sufferings of persons whom an honourable service has reduced to misery and want—to answer those urgent calls upon their country's gratitude, the Society is endeavouring to establish an adequate fund, in full confidence, that, as there is no object more worthy of public patronage on the principle of compassion, so there is none that better deserves it on grounds of policy; and it is its peculiar felicity, that while humanity pleads for it with tears of blood, the coldest maxims of self-love are equally on its side. Every man in England, who feels an anxiety for his country's or his own preservation, is called upon to promote this establishment according to his ability; but the Officers of the Navy are more immediately concerned in its success. Virtuous and brave seamen are all of one family—fellowship in danger, and sympathy in suffering, diffuse, or should diffuse, among them a fraternal feeling, which forbids a British sailor to see a brother in affliction, without an effort to relieve him.

"It remains only to say, as a further recommendation of the Institution that it pledges itself to take the greatest care to *exclude the undeserving from all participation in its benefits*; since, to assist such persons, or their families, would be an abuse of the charity, and lessen the means of relieving meritorious sufferers: and in this view of the Society, an advantage may be expected to result from its exertions, of real collateral importance; as thereby encouragement may be held out to that good conduct and demeanor in the service, so essential to our naval grandeur."

The Prince Regent was solicited to become the patron of this Society, in the following address presented to his Royal Highness by Admiral Lord Radstock, Sir John Colpoys, and Lord Gambier:

"SIR,

"In laying at the feet of your Royal Highness the prayer of our petition, we feel a confident assurance in your Royal Highness's approbation of its object as connected with those public feelings for which your Royal Highness has ever been distinguished.

"It does not, Sir, become us to speak of the merits of the service to which we have the honour to belong. It would be unnecessary, we rest assured, to urge our suit by a recital of them to your Royal Highness; ever prompt to distinguish public worth, and anxious to reward it upon every question, and in every shape, in which it has yet appeared before your Royal Highness, we are satisfied that the Navy of Great Britain will require no advocate to plead in its behalf with the Regent of the British Empire.

"It will, indeed, be obvious to your Royal Highness, that, in a service so extended as that of the British Navy, where the pay must necessarily be very limited, and the opportunity of successful achievement be confined to the fortunate few, many cases of distress must occur, particularly among those who have families. The aggravating circumstances, however, under which that distress is too frequently embittered, can only be fully known to those who have imposed on themselves the painful duty of investigating them. No instance has, indeed, occurred of any one having devoted time and attention to such inquiries, without his feeling the most earnest and anxious wish that more adequate relief might be supplied for objects, so meritorious and distressed; and the result has been the formation of "The Naval Charitable Society, for the relief of the indigent Orphans, Widows, and Children of Sea Officers, and also of Sea Officers reduced by misfortune to indigence;" a Society which, since its institution in 1791, has supplied acceptable and necessary relief in no less than 727 cases of distress.

"Of this Society, we humbly presume to solicit your Royal Highness to condescend to become the Patron: and we cannot but be confident that under such a sanction, the most beneficial effects may be expected from an institution which offers to the defenders of their country, an alleviation in the hour of distress, and extends relief to those who have lost a husband or a parent, in the self-devoted victims to the safety and honour of their country."

We annex, also, the most gracious answer of his Royal Highness, as communicated in a letter from Colonel M'Mahon:

"MY LORD, *Carlton House, April 17th,* 1812.

"I am commanded by the Prince Regent, to intreat that your Lordship, as President of the Naval Charitable Society, will have the goodness to convey to the Committee, his Royal Highness's best thanks and acknowledgments for their very handsome and acceptable address, and to assure them of the sincere pleasure and satisfaction with which the Prince Regent proudly accepts the office of Patron to this very distinguished and glorious Society.

"I am, also, at the same time, commanded by his Royal Highness to express his particular thanks to your Lordship, for the obliging manner in which you have communicated the wishes of the most respectable, dignified, and illustrious names who compose this Committee.

"I have the honour to be, &c.

"*To the Rt. Hon. Lord Radstock.* (Signed) "J. M'MAHON."

THE *following forcible and persuasive appeal to the public in favour of the* NAVAL CHARITABLE SOCIETY, (*which made its first appearance in the National Adviser newspaper*), *having, it is believed, induced many persons to subscribe to this excellent Charity, it is now once more presented to the public, in the hope that it may still further increase the list of its members.*

TO THE EDITOR OF THE NATIONAL ADVISER.

"SIR,

"I perceive, with infinite satisfaction, that the Naval Charitable Society is increasing its resources in a ratio with the extension of the knowledge of its fundamental principles; and I am well assured, that, if the Committee would condescend to resort to the more popular means of circulating information upon the nature and character of the Institution, it would become a national object, and open a field of emulation, in which all ranks of society would vie with each other in stamping the best feelings of the heart with the genuine impress of patriotism.

" If ever a nation stood indebted to a particular class of population for exertions in the common cause, this country owes to her navy a debt of gratitude which can never be overpaid. In the darkest periods of our history, and in crises when the Sun of Britain was obscured by clouds and tempests, her navy has ever arisen, like the genius of the people, dispelled the storm, and bidden her shine forth again, bright and glorious among the nations of the earth.

" Is it then to be believed, that there is a heart or a hand in the whole country, that can be closed against an appeal from this class of men? It is only necessary to be known, that, after fighting our battles, protecting our shores, giving security to our laws and constitution, by averting the horrors of warfare from our native land, these brave men, wounded or infirm, need the assistance of their countrymen, to call forth one national sentiment and feeling, in contributing the inadequate, but only remaining remuneration, of pecuniary aid, towards ameliorating their sufferings, and administering to their wants.

" The country will recollect, when their attention is drawn to the subject, that the debt of gratitude is not lessened by any compensation afforded to the officers of the navy as a national establishment. No man can accumulate an independance from his pay; and if the fortune of war enable him to enrich himself, it is at the expence of the enemy, and the risk of his own life, and the lives of his gallant companions in arms. So that, let a man even be proverbially economical (a character not likely to assimilate with that of a British seamen), he cannot guard against future contingencies in life, or secure, at his death, to an orphan family, the blessing of independence.

" Upon whom, then, does the obligation rest, to become the almoners and friends of these? Upon whom, but the country, in whose service they have incurred the evils, which render the establishment (whose merits we are considering) necessary.

" This principle, indeed, has been so far admitted, that the nation has endowed a princely foundation for the reception of one class of invalid seamen; but this extends merely to the common sailors, with some few reserved appointments, for commissioned officers. The naval officer, who relies solely for subsistence on the public service, is left destitute, in the event of being wounded, and rendered unfit for active exertions, or growing too old and infirm for it.—Here no resource offers itself to him.—" He cannot dig," for he has passed the flower of youth and manhood in wielding the arms of his country against her enemies, and is shut out from every other pursuit or profession.—" To beg he is ashamed;" and shame would rest upon the name of Britain, and tarnish the laurels his valour had contributed to gain, if he were permitted to crave that as a boon, which is due to him as a debt of national gratitude.

"The first service in the world is that of the British Navy; and high and gallant as are the exploits of the army, the country must not forget, that if the navy had not opened and kept open the road, the field of action which blazes with the renown of British prowess, would have been denied to them.

"Should such a service then be degraded, or the character of the country stained with the stigma of withholding its share in illustrating its greatness? Never! I repeat make known through every channel the spirit and principle of the Institution of the Naval Charitable Society, and the country will rise to vindicate its honour, and to snatch the brave warrior, his wife and his offspring, from even the apprehension of woe and want.

"Every man of just and proper sentiments in the naval service, will feel it his duty to contribute to the funds of this society in proportion to his means. Brothers in arms will require no stimulus (and least of all British sailors) to hold out a succouring hand to a falling comrade. By associating in a body like that formed under the designation of the Naval Charitable Society, every officer secures, without risk of failure, a haven to his friends in the hour of difficulty, and a port even for his own vessel if she be found no longer sea-worthy.

"I have to request your pardon for occupying so much of your paper in giving utterance to my feelings upon a subject, whose interest must be my plea for the transgression. "*England expects every man to do his duty.*" This was the dying injunction (if it may be so termed) of one of the bravest of Britain's sons. HE *died in the fulfilment of* HIS *duty*! And we must fulfil that portion which is assigned us in the rear-guard of our valiant defenders. We must console the afflicted, relieve the necessitous, pour balm into the wounds of the dying, and guard the unprotected offspring of the dead. If these gallant men defend our shores from invasion and insult if they carry the glory of Britain to the extremities of the globe, and rule the empire of the sea; and if we succour and protect in return those among them whom the fortune of war, or the vicissitudes of life throw back upon us as unfit for, or passed service; if we open our arms to rescue from poverty and disgrace, the wives and children of those who have sunk into a watery grave, or whose valour has consigned them to a grave of honour; we may then hope that we have fulfilled theinjunction of the dying Hero, and humbly trust, that *we have done our duty*, and as England would have us.

"I am, Sir, yours, &c.

"A TRUE FRIEND TO THE NAVY."

We heartily wish due success to this admirable institution.

Naval Poetry.

EPIGRAM,

On the Delay that occurred between the Arrival of the Sparrow, and that of the Fancy, with Despatches from Lord Wellington.

"YOU peevish old Churl!" cried BRITANNIA, inflamed,
To NEPTUNE, while anxious she look'd o'er the sea;
"My WELLINGTON's fought, and you might be ashamed
To keep thus the tidings of glory from me."
"Bright Goddess," he answered, "Oh! blame not in thought
Old NEPTUNE, who glories in seeing you blest;
By a *Sparrow* I sent word the Hero had *fought*,
And to *Fancy* I thought I might well leave *the rest*."

Marine Law.

A COURT MARTIAL was holden on board H.M.S. Hibernia, off Toulon, on Tuesday, the 29th day of June, for the trial of Mr. Charles Harris, a supernumerary midshipman on board H.M.S. Mulgrave, for having robbed Mr. Thomas Sadler, a midshipman of the said ship, of a two pound note, during the passage of the Mulgrave from England, in breach of the 30th article of war. The charge being proved in part, the prisoner was sentenced to be *dismissed from his situation in his Majesty's Service, and rendered incapable of ever serving his Majesty, his heirs and successors, as an officer or petty officer.*

IMPRESS SERVICE.

ON the 13th ult. came on before the High Court of Justiciary, in Edinburgh, the trial of James Ball, late midshipman on board the Maria, impress tender, accused of murdering Agnes M'Lean, servant to Mrs. Langlands, in Campbeltown, by firing a musket, loaded with balls, among a number of people assembled on the new quay of that town, one of which balls entered the neck of the said Agnes, in consequence of which wound she expired in a short time. The midshipman had gone on shore to impress some person; when the populace making resistance, and attempting a rescue, he fired in his own defence, which occasioned the accident. The Jury, after a dispassionate investigation, returned their verdict, finding, by a plurality of voices, that the prisoner had committed an act of justifiable homicide; upon which, after a suitable admonition from the Lord Justice Clerk, he was acquitted, and discharged from the bar.

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(August—Ssptember.)

RETROSPECTIVE AND MISCELLANEOUS.

IT is with great pleasure we see that the Board of Admiralty has come to a determination of personally inspecting our principal naval establishments; and we augur from it the best effects. Portsmouth has had the honour of the first visit. On the 20th of September, soon after two o'clock P.M. Lord Viscount Melville, first Lord of the Admiralty, landed at the New Sally Port, from the Hon. Commissioner Grey's yacht, which brought him from Lymington. His lordship was received by a captain's guard of the royal marines, by Sir George Warrender, Bart. and Lord Henry Paulet, Lords of the Admiralty; Sir Thomas Boulden Thompson, Bart. Comptroller of the Navy; the Hon. George Grey, John Deas Thompson, Esq. and T. Seppings, Esq. Commissioners of the Navy; and the Commissioners of the Transport and Victualling Boards; all of whom had previously arrived in town. Adm. Sir R. Bickerton, Bart. Adm. Foote Generals Elliot, Winter, and Farmer, and the Captains of H.M.Ships, were also present, and followed in his lordship's procession to the Crown Inn.—At three o'clock, the flag of the Lord High Admiral of Great Britain was hoisted on board the Benbow, 74, Capt. Pearson, and was saluted by each ship at Spithead with 19 guns; the Benbow afterwards returned the salute with the same number of guns. The Lords of the Admiralty, soon after, held a levee at the Admiralty House (Sir Richard Bickerton's), which was, attended by all the officers and gentlemen stated above; and then proceeded to the Dock-yard, where they were received by the Hon. Commissioner Grey, at whose house they held another levee; when the principal officers of the Dock-yard, and of the Victualling and Transport Services, were introduced.—On the 21st, their lordships visited the Royal Hospital at Haslar; whence they proceeded to the Royal Naval College, in the Dock-yard, and inspected that establishment.—The Commissioners of the Navy, Victualling, and Transport Boards, inspected the different departments under them.—On the 22d, their lordships, assisted by the Navy Board, visited the Rope-house, in the Dock-yard, and inspected the men, and all the accounts of that branch of the service.—On the 23d, they visited the Builder's, Clerk of the Checque's, Store-keeper's, and other Offices, and spent the day in looking into their accounts, and mustering the artificers and labourers employed in the Dock-yard.—On the 24th, their Lordships inspected the Block Machinery, the Copper Re-manufactory, the Mast-house, and various other working departments of the yard; and mustered the warrant officers and men belonging to the ships in a state of ordinary at the port.—On the 25th, their Lordships were engaged in visiting the King's Brewery at Weovil.

It is not known how long their Lordships will remain at Portsmouth. But we understand, that they meant, before they departed, to give audience to the officers on half-pay; to visit the ships at Spithead, inspect the Royal Marine Corps, and dine with the officers in their new mess-room. Their Lordships, it is said, will, previously to leaving Portsmouth, give a dinner at the Crown Inn, to the Admirals and Captains of the navy.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, JULY 13, 1813.

Copy of a Letter from Captain Adam, of H.M.S. the Invincible, addressed to Rear-admiral Hallowell, and transmitted by the latter to John Wilson Croker, Esq.

H.M.S. Invincible, off the Coll de Balageur,
June 8, 1813.

SIR,

IN pursuance of your directions to take the ships and vessels, named in the margin,* under my orders, and co-operate with Lieutenant-colonel Prevost in the siege of the fort of the Coll de Balageur, I have the honour to inform you, that the troops were landed about noon of the 3d instant, and the Lieutenant-colonel immediately invested the fort, the riflemen of De Roll's regiment, and other light troops, being pushed close up to the walls.

The fort is situated in a most difficult pass, through which the high road from Tortosa to Tarragona winds, and it is absolutely the key of the only road for cannon into this province, from the westward, without going round by Lerida. It is armed with twelve pieces of ordnance, including two ten-inch mortars, and two howitzers, and the surrounding heights are so difficult of access, that it has been a work of the greatest labour to establish the necessary batteries before it.

Two six-pounder field-pieces, and a howitzer, were landed on the evening of the 3d instant, dragged up, and placed on the ridge of a steep and rugged mountain, to the S.E. of the fort: two twelve-pounders were added to the former by noon of the next day. The whole remained under the command of Lieutenant Corbyn, first of the Invincible, having under his orders a detachment of midshipmen and seamen from this ship, and a most excellent fire was kept up from them, which considerably damaged the defences of the fort, and checked its fire upon our working parties.

In the mean time, three Spanish twenty-four-pounders were landed, and two more guns, of the same calibre, from this ship, to be got up by the high road to the foot of a very steep height, on the crest of which the breaching battery was to be constructed, at about three hundred yards from the eastern face of the fort.

In the afternoon of the 4th instant the fort was summoned to surrender; and the commandant answered, that he should defend the place committed to his charge.

During the night of the 4th, every exertion was used to bring the guns up to the hill, and to complete the breaching-battery; but, as it could not be completed by daylight, the men were withdrawn.

The seamen and marines were landed early in the afternoon of the 5th, and carried up the stores for the battery, under a brisk fire of shot and shells from the fort.

The three Spanish twenty-four-pounders, notwithstanding their immense size and weight, were conveyed up the side of the hill, over the most difficult and rugged ground, by the united exertions of the soldiers, seamen, and marines, under the immediate direction of Captain Carroll, of the Volcano. Two eight-inch mortars were brought as far along the road as was practicable before dark; and the iron twenty-four-pounders were conveyed to the foot of the hill as soon as it was dark.

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* Thames, Volcano, Strombolo, Brune, and eight gun-boats.

The work of the battery advanced rapidly, although it was necessary to fill all the sand-bags at the bottom of the hill; and I was in confident expectation that the battery would open soon after daylight; but by ten o'clock the rain fell in torrents, attended by the most violent thunder and lightning I almost ever witnessed.

The quantity of ammunition which had been brought up for the battery, laying in exposed situations, made it the more awful, and the enemy kept up an incessant fire of shells and grape shot.

In defiance of all these obstacles, two of the guns were got high enough up to mount on the platforms, but all our exertion was unequal to place them there, owing to the violence of the rain, and the excessive difficulty of working in the extreme darkness of the night. From the same reason, too, the mortars could not be brought forward, and after a night of the most excessive labour, we had the mortification of being again obliged to retire: the officers and men being quite worn out.

The weather continued very bad until the afternoon of the 6th instant, when a party was landed, and the mortars were got forward; before daylight, the seamen and marines were on the pile, and all the guns were placed on the battery ready for mounting. The two mortars opened soon after daylight, and the shells were thrown with great precision, by Lieutenant James, of the royal marine artillery, landed from the Strombolo, who worked the mortars with his party; and the fire from Lieutenant Corbyn's battery was resumed with excellent effect. This united force made very considerable impression on the fort: an expense magazine was blown up, and the enemy's fire was very much slackened.

At seven o'clock, just before the breaching battery was ready to open, a white flag was shewn from the fort, Captain Stoddart, of the Strombolo, and Captain Zehnpfenning, were immediately sent to the fort, and the latter returned in a few minutes with an offer from the commandant, to surrender the fort and garrison upon conditions of marching out with the honours of war, the officers and men preserving their private property.

This was immediately acceded to by Lieutenant-colonel Prevost and myself: the fort was taken possession of by the advance of the troops. The garrison marched out, grounded their arms on the glacis, and were immediately embarked.

I have great satisfaction in stating, that during this service, which has so much depended on the united exertions of the army and navy, the most perfect cordiality has existed among all ranks, and I have met, in Lieutenant-colonel Prevost, all that openness of communication and confidence which an acquaintance with the character of this excellent officer gave me reason to expect.

In an operation where the laborious exertions of the captains, officers, seamen, and marines under my orders, have been most conspicuous, I hope I shall be excused for having gone so much into detail; but it is my duty, and a most agreeable one, to bring under your view the praiseworthy conduct of all ranks and descriptions. I must particularly draw your attention to the zeal and activity displayed by that valuable officer, Captain Carroll, of the Volcano; his conduct was the admiration of every body, and he was ably supported by Lieutenant Pidgely, of the Invincible, and the other officers, seamen, and marines, under his direction. From the explosion of a shell near him the night before, Captain Carroll was obliged to suspend his services until the morning of the 7th (but I am happy to state, he has perfectly recovered), and Captain Stoddart, of the Strombolo, succeeded him in the direction of getting up the guns, &c. for the breaching battery, and deserves every credit for his active services. I am also much obliged to Captain Badcock, of the Brune, for the assistance he afforded me.

I cannot conclude this letter, without calling to your notice the indefatigable exertions of Lieutenant Corbyn, both in getting the guns up to the battery he commanded, and the excellent fire he kept from them afterwards; and I feel highly gratified in noticing the conduct of so old and excellent an officer, with whose value I am well acquainted, from a service of many years together.

I have the honour to enclose a list of the killed and wounded of the crews of the ships under my orders, which, considering the fire upon us for so many hours, is unaccountably small.

The troops under Colonel Prevost's command have had an officer and four men killed, and thirty-nine wounded, in which are included an officer and seven soldiers of the Spanish regiment of Palma.

I have enclosed you a list of the garrison of the fort, consisting of two lieutenants, a surgeon, and garde-magazin, sixteen Italian artillerymen, and eighty-three non-commissioned officers and soldiers of the 11th French regiment of the line, of whom two were killed and eleven wounded.

I likewise enclose returns of the ordnance, &c. found in the fort.

During the siege of the fort, the gun-boats were stationed in Ampolla Bay, to observe the road from Tortosa, as we had constant reports of the enemy being in motion from that quarter.

I have the honour to be, &c.

CHARLES ADAM, Captain.

To Rear-admiral Hallowell, &c.

A Return of Killed and Wounded, belonging to his Majesty's Ships and Vessels under the Orders of Captain Adam, of H.M.S. Invincible, at the Attack on Fort St. Philippe, in the Coll de Balaguer, between the 3d and 7th June, 1813.

INVINCIBLE.

Wounded.—Thomas Bouchier, private of royal marines, severely; William Somerville, landman, severely.

THAMES.

Wounded.—William Hunt, private of royal marines, severely; William Price, private of royal marines, severely.

VOLCANO.

Killed.—James Gasson, gunner of royal marine artillery.

Wounded.—John Hunter, ordinary seaman, severely; James Fairhead, ordinary seaman, severely.

STROMBOLO.——None killed or wounded.

BRUNE.——None killed or wounded.

CHARLES ADAM, Captain.

Return of the French Prisoners taken at Fort Saint Philippe, June 7, 1813.

Camp, near Fort St. Philippe, June 8, 1813.

11th French regiment infantry of the line—2 lieutenants, 2 staff, 3 serjeants, 1 drummer, 77 rank and file.

French Artillery—1 serjeant, 15 rank and file.

Total—2 lieutenants, 2 staff, 4 serjeants, 1 drummer, 92 rank and file.

Thirteen of the above rank and file were wounded, and two since dead.

C. KNONENFELDS, Major of Brigade.

Fort St. Philippe, June 8, 1813.

Return of Ordnance and Ammunition taken in the Fort of St. Philippe, on the 7th June, 1813.

2 brass twenty-four-pounders, mounted on travelling carriages; 2 brass twelve-pounders, on garrison carriages; 1 brass eight-pounder, on a garrison carriage; 2 brass four-pounders, on garrison carriages, 2 brass ten-inch mortars, 1 stone mortar, 2 six-inch brass howitzers, 6 dismounted iron twelve-pounders, 3 mortar beds, 260 twenty-four-pounder round shot, 40 twenty-four-pounder grape shot, 400 twelve-pounder round shot, 220 eight-pounder round shot, 150 ten-inch shells, 900 hand grenades, 2200 lb. of gunpowder, 92,000 rounds of ball cartridge, 1000 flints, 30 handspikes, 6 sponges, 4 ladles, 3 wadhooks, 97 boarding pikes, 110 muskets complete with bayonets, 10 lb. of slow match.

T. ARABIN, Capt. Roy. Art.

Return of Engineer's Stores taken in Fort St. Philippe, June 7, 1813.

Camp, near Fort St. Philippe, June 8, 1813.

24 intrenchment tools, 12 splinter proof timbers, 50 planks, 20 casks for traverses, 20 ballast baskets, 40 pigs of lead, 40 shovels without handles, 40 picks without handles, 50 coils of rope, 1 chest of carpenter's tools.

ALEX. CHEYNE, Captain Royal Engineers.

Admiralty-Office, July 13, 1813.

ERRATUM in the Gazette of Saturday last.

In that part of Captain Broke's letter, stating the loss of the enemy on board the Chesapeake,

For "the *four Lieutenants,*"
Read "the *Fourth Lieutenant.*"

JULY 20.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Flin, of H. M.'s sloop Cephalus, addressed to Vice-admiral Pickmore, giving an account of his having, on the 10th of June, off Cape Mola, captured the French privateer schooner La Jeune Thetis, from Leghorn, armed with ten guns, and manned with 76 men:

Sir Edward Pellew has also transmitted a letter from Vice-admiral Sir Sidney Smith, stating, that H.M.S. Alcmene had captured, on the 8th of June last, the French lateen rigged vessel the Aigle, of seven guns, one howitzer, and 59 men:

And also a letter from Captain Hamilton, of H. M. S. Rainbow, stating, that the boats of that ship, under Lieutenant Kennedy, had captured, off the shore of Corsica, a lateen-rigged vessel, laden with oak planks.

JULY 24.

Extract of a Letter from Captain Sir George Collier, of H. M. S. Surveillante, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

Surveillante, off Guitaria, July 1, 1813.

I have now the honour to report, that Guitaria was evacuated by the enemy this morning at daybreak, and soon afterwards occupied by a division under Baron de Menglana. The enemy appears to have been so pressed by the appearance of the shipping, after his determination had been taken, that most of the cannon were left serviceable, and all his provisions, calculated for some months; but it is with regret I mention, that about three o'clock P. M. we witnessed a most awful explosion, which, by a refinement in cruelty, appears to have been intended to destroy all the poorer inhabitants at a blow. The magazine, containing near two hundred barrels of gunpowder, and dug in the solid rock connected with the mole where the fishing-boats lay, had been prepared, and a lighted match left with it; two casks of wine previously broached were also left by the wall, offering a temptation to the lower classes of the inhabitants, but this circumstance most providentially proved their great preservation. The Spanish commandant, on entering, observing the confusion likely to ensue, ordered the inhabitants from the mole into the town, and while means were taken to force the door, the explosion took place, and destroyed about twenty of the garrison and fishermen, as well as all the boats in or near the mole.

I have the pleasure to acquaint your Lordship, that the castle, town, and port of Passage, were recovered from the enemy yesterday, and its garrison of 136 men, cut off from St. Sebastian's, were taken by a part of the Spanish brigade of Longa, under the immediate order of Don Gaspar, attached to Sir Thomas Graham's division. The Spanish loss on this occasion was very trifling.

Extract of a Letter from Captain Tower, of H.M.S. Curaçoa, addressed to Vice-admiral Sir Edward Pellew, Bart. and transmitted by the latter to John Wilson Croker, Esq.

H.M.S. Curaçoa, off Toulon, June 10, 1813.

I have the honour to inform you, that the boats of the Curaçoa and L'Aigle, Sir John Louis, have captured or destroyed eight of the enemy's vessels, at the times and places set forth in the following report.

On the 20th ult. three feluccas of considerable tonnage, deeply laden, were scuttled by the enemy, and sunk in the harbour of Campo del Porto, in the island of Elba, the marines and boats of the two ships having first paved the way by routing a considerable body of military, taking a battery of two twelve-pounders, a square tower on the martello principle, armed with a six-pounder (all of which were thrown into the sea), killing several of the enemy, and making prisoners of two artillerymen belonging to the 4th regiment, and of five militia. On the following morning, the boats captured three settees, under convoy of the French brig Abeille, who found refuge in Port Ferrajo; and on the 28th, two feluccas of the first class were taken from the beach, at the town of Mesca, near the Gulf of Spezia, when secured to the houses in every possible manner; it is necessary for me to observe, that the boats chased them in, in the morning, and in the evening a breeze of wind enabled the ships to anchor close to the town, where the inhabitants were actively employed in unloading one of the vessels; by throwing a few shells from the Curaçoa, and shewing the broadsides of the two ships to the town, while the marines took up a commanding position, we were enabled to get them off without the slightest misfortune; but I have to regret, that in the attack of the 28th, we had one man killed, and two wounded, and L'Aigle two killed and three wounded, the names of whom are under-mentioned.

Names of Men Killed and Wounded.

CURACOA.

Thomas Cropper, captain of the after-guard, killed; Peter Burlings, able seaman, wounded; David Billingham, ordinary seaman, wounded.

L'AIGLE.

Frederick Victory, able seaman, killed; Peter Barrie, able seaman, killed; John Chalk, ordinary seaman, wounded; John Russell, yeoman of the powder-room, wounded; James Oxford, ordinary seaman, wounded.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Mounsey, of H.M.S. Furieuse, giving an account of the boats of that ship having, on the 7th of May, under the directions of Lieutenants Croker and Sandon, cut out, from under the tower and batteries of Orbisello, an armed xebeck, of two six-pounders. Captain Mounsey highly commends the spirit and gallantry of the officers and men, who performed this service under a heavy fire from the forts, and musketry from the shore, by which Mr. Webb, midshipman, and three seamen, were wounded.

JULY 27.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter which his Lordship had received from Captain Sir Thomas Staines, of H.M.S. Briton, giving an account of his having, on the 3d instant, captured, off Bourdeaux, the American schooner letter of marque Joel Barlow, of two guns, and 18 men, from Charleston, bound to France.

JULY 31, 1813.

Extract of a Letter from Captain Tritton of H. M. Sloop, Kingsfisher, addressed to Captain Hoste of the Bacchante, and transmitted by Vice-Admiral Sir Edward Pellew, to John Wilson Croker, Esq.

H. M. Sloop, Kingsfisher, off Fano, Feb. 8, 1813.

I beg leave to acquaint you, that, at daylight, on the morning of the 2d instant, Fano bearing S.S.E. six miles, several trabacolos were seen near Melara, steering to the southward; there being little wind, I despatched the cutter and pinnace under the command of Mr. G. H. Palmer, acting lieutenant, and Mr. John Waller, gunner, to intercept them; in which, after five hours chase, they succeeded, by capturing one, and running nine on shore, near St. Catharine's, in the island of Corfu, five of which were totally destroyed. This piece of service was executed under a very heavy fire of musketry from the heights, and a one gun battery; and, I regret much to say, was not accomplished without loss on our side, having two men killed, and seven severely wounded.

Copy of a Letter from the Honourable Captain Cadogan, of H. M. S. Havannah, addressed to Rear-Admiral Fremantle, and transmitted by Vice-Admiral Sir Edward Pellew to John Wilson Croker, Esq.

SIR, *H.M.S. Havannah, off Ortona, March* 27, 1813.

I have the honour to inform you, that, in executing your orders of the 10th instant, the boats of this ship have been twice successfully employed against the enemy's trade; once on the morning of the 22d instant, in the capture of a large trabacolo of three nine-pounders and small arms, and the destruction by fire of a similar vessel, laden with oil, under the town of Vasto; and again yesterday morning, in the capture of five armed trabacolos, and five feluccas laden with salt, near the town of Fortore. In both instances, the vessels being hauled aground, completely dismantled, and under the protection of a strong body of military on the beach, besides the guns of the latter vessels, which had been landed. I ordered my boats to land wide of the spot, and force their position; this was immediately effected (under a strong opposition) by Lieutenant Hambly, first of this ship (the marines, under Lieutenant Hockly, very judiciously posted), whilst the vessels were equipped and got afloat by the exertions of the officers and men, with a celerity that reflects the highest credit on their characters. At Vasto, the French officer who headed the troops was killed. At Fortoro, the enemy left one man killed. I am happy to say, we have only two men very slightly wounded. I have the honour to be, &c.

GEO. CADOGAN.

Extracts of three Letters from Captain Taylor, of H. M. S. Apollo, addressed to Rear-Admiral Fremantle, and transmitted by Vice-Admiral Sir Edward Pellew, to John Wilson Croker, Esq

H.M.S. Apollo, off Fano, March 20, 1813.

Having yesterday, in company with the Cerberus, observed several vessels in a creek, between the towns of Bari and St. Vito, protected by a tower of one gun, a battery of two, a large handsome building, well calculated for defence, with a range of barracks attached to it, a few troops, and a large force of armed men. I was induced (as the ships could anchor near for support) to send all the boats of the Apollo, assisted by most of the Cerberus, who, notwithstanding a great surf, landed without loss, drove the enemy nearly into St. Vito, then dismantled the tower, destroyed the battery, and the sea being heavy, burnt the vessels, except some fishing craft.

H.M.S. Apollo, Merlera Island, April 16, 1813.

In the night of the 11th instant, I sent three boats of the Apollo and two of the Cerberus, to take temporary possession of the Devil's Island, near the north entrance of Corfu, by which they captured a brig and trabacolo going into Corfu with grain, &c.

The 14th, we chased a vessel, which, on its falling calm, escaped into Melera; perceiving our above boats were going to attack her, when it appeared to be from the natural strength of the island, they would not succeed without great loss, I sent to desire them to wait until the Apollo came up; this message being too late, I am sorry to say, the first lieutenant of the Cerberus, Mr. Delafosse, and the purser of the Apollo, Mr. Thomas Ullock, were wounded.

On the Apollo getting close, we landed the marines, and after some skirmishing captured the island, in which we found eight vessels with flour and grain, but scuttled.

Anthony Francis marine, is dangerously wounded, Lieutenant Delafosse and Mr. Ullock, I am happy to say, are doing well.

H. M. S. Apollo, off St. Cataldo, April 24, 1813.

I have the honour to acquaint you, that at daylight this morning, we saw a felucca run into St. Cataldo, and disembark troops; we immediately landed thirty marines, under Lieutenants Tothill and Campbell, who, by a steady charge dislodged them from a strong position, made twenty-six prisoners; one was killed, and a captain badly wounded, the rest (thirty soldiers, and the vessels crew armed), under two chefs de battalion, retreated, throwing away their muskets.

Our boats, at the same time, cleared, and brought out the vessel that was scuttled, although the enemy supposed themselves too strong for us. As we came away, some cavalry, and about one hundred and fifty soldiers, came from Leece to assist their friends? these troops belonged to the Chasseurs d'Orient.

We were very fortunate in effecting this without loss.

Vice-Admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Hollis, of H. M. S. Achille, stating that the boats of that ship and the Milford captured and destroyed four of the enemy's coasting vessels, on the 27th of March, off Corselazzo.

AUGUST 3, 1813.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Captain Woolcombe, of H.M.S. Revolutionnaire, giving an account of his having, on the 25th of last month, captured the American schooner privateer Matilda, of one hundred and ninety tons, and carrying eleven guns, pierced for eighteen.

Extract of a Letter from Captain Scobell, of H.M.S. Thais, to John Wilson Croker, Esq. dated at Sierra Leone, April 24, 1813.

Be pleased to acquaint the lords commissioners of the Admiralty, that on the 31st. ultimo, cruizing off this anchorage, I captured the American privateer brig Rambler, of one hundred and sixty tons, twelve long nine and six-pounders, and eighty eight men; she sailed from Rhode Island, January 28th, and has not made any captures.

AUGUST 7, 1813.

Extract of a Letter from Captain Sir George Collier, of H. M. S. Surveillante, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

H. M. S. Surveillante, off St. Sebastian's July 22, 1813.

The breaching batteries raised on the Chofre sand hills, were opened against the walls of St. Sebastian's on the 20th, at ten in the forenoon, under most unfavourable circumstances of weather, and this evening there is a considerable breach; but a second will, I understand from General Graham, be made before the storm is attempted.

A gun has been thought necessary at the light house hill. Captain Taylor, of the Sparrow, has prepared a battery, and had the weather permitted, a twenty-four pounder would have been dragged up, and mounted ere this.

The casualties have not been many, considering the very commanding fire our guns are exposed to. A Captain Dubordieu, of the royal artillery, has been killed; and I enclose a return of seamen killed and wounded (up to the night of the 21st), belonging to the squadron.

I have the pleasure to say, the good conduct of the detachment landed under Lieutenant O'Reilly, has been the admiration of the artillery officers in command of the batteries.

List of Killed and Wounded of a Detachment of Seamen from the Squadron before St. Sebastian's, up to the evening of the 21st *July*, 1813.

SURVEILLANTE.

Killed.—William Mars, seaman; William Bradley, seaman.

Wounded.—Lieutenant R. G. Dunlop; James Thynne, seaman, dangerously; Thos. Parkhill, seaman, slightly; James Agnew, seaman, ditto; Patrick O'Connor, seaman, ditto; William Bryant, seaman, ditto.

Total—2 killed; 6 wounded.

D. O'REILLY, first lieutenant of his
Majesty's ship Surveillante.

Abstract of Returns of American vessels detained by the squadron under the Orders of Rear-Admiral Sir Francis Laforey, Bart. at the Leeward Islands, between 23*d June, and* 13*th October*, 1812.

Russel, bound to Marblehead, laden with fish, captured July 8, 1812, by the Ringdove. Hunter, bound to Sable Island, laden with fish, captured July 9, 1812, by the Ringdove. Eight Sisters, bound to Boston, in ballast, captured August 1, 1812, by the Ringdove. Hannibal, bound to St. Bartholomew, laden with flour, captured August 1, 1812, by the Ringdove. Orpha, bound to Porto Rico, laden with flour, &c. captured August 1, 1812, by the Ringdove. Porhohantes, lying at Braam's Point, Surinam, laden with salt, captured August 10. 1812, by the Surinam, Swaggerer in company. General Hamilton, lying at Parimarabo, Surinam, laden with molasses, captured August 11, 1812, by the Surinam, Swaggerer in company. Mary, lying at Parimarabo, Surinam, in ballast, captured August 11, 1812, by the Surinam, Swaggerer in company. Mercator, bound to Baltimore, laden with molasses, captured August 24, 1812, by the Surinem, Swaggerer in company. Nancy, laden with rum, coffee, sugar, lead, and molasses, captured June 29, 1812, by the Liberty. Freeman, laden with beef, pork, &c. captured July 29, 1812, by the Liberty. Greyhound, bound to St. John's, Porto Rico, laden with 333 barrels of flour, 38 half barrels of ditto, 77 kegs of butter, and 3 kegs of lard, captured August 21, 1812, by the Lightning. Republican, bound to Philadelphia, laden with sugar, teas, &c. captured September 1, 1812, by the Lightning. Alligator, bound to Nantucket, laden with spermaceti oil, captured September 2, 1812, by the Lightning. Indiana, bound to St. Juan's, Porto Rico, laden with flour and lard, captured August 7, 1812, by the Dominica. Endeavour, bound to Norfolk, America, laden with molasses and rum, captured August 26, 1812, by the Dominica. Amphitrite, bound to New London, laden with rum, coffee, sugar, &c. captured August 26, 1812, by the Dominica. Mary, bound to America, laden with sugar, rum, coffee, and molasses, captured June 29, 1812, by the Spider. Mount Vernon, bound to St. Bartholomew, laden with fish and tar, captured July 29, 1812, by the Charybdis. FRANCIS LAFOREY, Rear-Adm.

AUGUST 10, 1813.

Extract of a Letter from Captain Gregory of H.M. Sloop, Electra, addressed to Vice-Admiral Sir Richard Keats, K.B. Commander in chief at Newfoundland, and transmitted by the Admiral to John Wilson Croker, Esq.

H.M. Sloop, Electra, off St. Peter's, July 8, 1813.

I have the honour to acquaint you, that H. M. Sloop, under my command, captured yesterday, after a chase of six hours, the Growler, a very fine American privateer schooner, pierced for fourteen guns, and having one long twenty-four pounder, and four eighteens, with sixty men.

AUGUST 14, 1813.

Despatches, of which the following are copies, have been received at this office, from Admiral the Right Hon. Sir John Borlase Warren, Bart. and K.B. commander in chief of H. M. ships and vessels on the American and West Indian station, addressed to John Wilson Croker, Esq.

SIR, *San Domingo, at Sea, June* 16, 1813.

I have the honour to enclose, for the information of the lords commissioners of the Admiralty, the copies of several letters transmitted to me by the Hon. Captain Capel, of H. M. ship, La Hogue, senior officer upon the northern part of the coast; by which their lordships will perceive the meritorious exertions of the officers and crews of H. M. ships, in the capture of some of the large privateers of the enemy.

I have the honour to be, &c.

J. W. Croker, Esq. JOHN BORLASE WARREN.

SIR, *H.M.S. Nymphe, at Sea, April* 21, 1813.

In obedience to your signal, after a chase of three hours, I yesterday captured the celebrated fast sailing letter of marque brig Vivid, with one long eighteen pounder, on a circular carriage, and twenty-two men, from Boston. I have the honour to be, &c.

The Hon. T. B. Capel, Captain of H. M. S. La Hogue F. P. EPWORTH, Captain.

SIR, *H. M. S. Nymphe, at Sea, May* 10, 1813.

I have much pleasure in acquainting you of my having, on the 5th inst. in latitude 43 deg. 17 min. N. longitude 69 deg. 29 min. W. captured the fast sailing American privateer Montgomery, of twelve guns and seventy-five men, on her return from a two months cruise off the coast of Ireland.

I have the honour to be, &c.

Hon. T. B. Capel, Captain of H. M. S. La Hogue. F. P. EPWORTH, Captain.

SIR, *H.M.S. Shannon, off Cape Ann, May* 16, 1813.

I have the honour to inform you, that we, this morning, in company with H.M.S. Tenedos, chased on shore a large armed ship under American colours, near Cape Ann Town; having anchored close to her, and fired a few shot on the beach to disperse the militia, who were assembling, I sent in the boats of both ships, under the command of Lieutenant Watt, of the Shannon, who brought the vessel off without any loss; she proves to be L'Invincible, a French corvette-built privateer, of sixteen guns, lately captured by H. M. sloop, Mutine, and retaken by the Alexander, American privateer. I have sent her to Halifax.

I have the honour to be, &c.

The Hon. Thos. Bladen Capel, Captain of H.M S. La Hogue. P. B. V. BROKE.

SIR, *H.M.S. Nymphe, Halifax-harbour, May* 20, 1813.

On the morning of the 12th, after a chase of three hours, I captured the schooner privateer, Juliana Smith, of thirty-seven tons, mounting one long nine pounder, and two twelve pounder carronades (the two latter she threw overboard in the chase), and twenty-five men, four days from Boston, and had made no capture. I have the honour to be, &c.

F. P. EPWORTH, Captain.

To the Hon. T. B. Capel, Captain of H. M. S. La Hogue and Senior Officer of the Squadron off Boston.

SIR, *H.M.S. Rattler, at Sea, May* 20, 1813.

I have the honour to acquaint you, for the information of the commander in chief, that H.M.S. under my command drove on shore, and captured on the 19th instant, off Kenebank, the United States private armed ship, Alexander, of eighteen guns, returning to Salem from a cruise of ten weeks. The Alexander is a remarkably fine ship, four years old, and was considered the fastest sailing privateer out of the United States; she left Salem with a crew of one hundred and twenty-seven men, but had only about seventy remaining at the time of her capture, the greatest number of whom made their escape on her getting aground, and several were drowned in their attempt to swim from her. His Majesty's schooner Bream, which was in company, contributed much to our assistance in getting the ship off, and I am happy to say, with hardly any injury.

I had the honour to report to the senior officer at Halifax, of having chased on shore, near Bayley's Mistake, the American privateer schooner

Gallynippee, of two guns, long six-pounders, and thirty-five men, on the 2d instant, and of her being in that situation attacked and destroyed by the boats of his Majesty's ship, in charge of Mr. James Cutlip, acting master.

I have the honour to be, &c.

The Hon. T. B. Capel, Captain, of H. M. S. La Hogue. ALEX. GORDON, Captain.

SIR, *H. M. S. Tenedos at Sea, May* 21, 1813.

I beg to inform you, that I have this day, in company with his Majesty's brig Curlew, captured the Enterprise American schooner privateer, belonging to Salem, of four guns, (but pierced for eighteen), and ninety-one men, on her return from a four months cruise on the coast of Brazil, without having made any captures; she is quite new, and copper-fastened, and in my opinion, well qualified for his Majesty's service.

I have the honour to be, &c.

P. B. V. Broke, Esq. Captain of H. M. S. Shannon. HYDE PARKER, Captain.

San Domingo, Hampton Roads, Chesapeake,
SIR, *June*, 24, 1813.

I request you will inform their Lordships, that, from the information received of the enemy's fortifying Crany Island, and it being necessary to obtain possession of that place, to enable the light ships and vessels to proceed up the narrow channel towards Norfolk, to transport the troops over on that side for them to attack the new fort and lines, in the rear of which, the Constellation frigate was anchored, I directed the troops under Sir Sydney Beckwith to be landed upon the continent, within the nearest point to that place, and a reinforcement of seamen and marines from the ships: but upon approaching the island, from the extreme shoainess of the water on the sea side, and the difficulty of getting across, from the land, as well as the island itself being fortified with a number of guns and men from the frigate and the militia, and flanked by fifteen gun-boats, I considered, in consequence of the representation of the officer commanding the troops, of the difficulty of their passing over from the land, that the persevering in the attempt, would cost more men than the number with us would permit, as the other forts must have been stormed before the frigate and dock yard could be destroyed; I therefore ordered the troops to be re-embarked.

I am happy to say, the loss in the above affair (returns of which are enclosed) has not been considerable, and only two boats sunk.

I have to regret that Captain Hanchett, of his Majesty's ship, Diadem, who volunteered his services, and led the division of boats with great gallantry, was severely wounded by a ball in the thigh.

The officers and men behaved with much bravery, and if it had been possible to have got at the enemy, I am persuaded would have soon gained the place. I have the honour to be, &c.

J. W. Croker, Esq. JOHN BORLASE WARREN.

A Return of Officers, Seamen, and Marines, belonging to H.M. Ships, Killed, Wounded, and Missing, in the Attack on Craney Island, June 22d, 1813.

Killed.—None.
Wounded.—1 officer and 7 seamen.
Missing.—10 seamen.

Name of the Officer Wounded.

Captain Hanchett, of his Majesty's ship Diadem, severely, but not dangerously. JOHN BORLASE WARREN.

A General Return of Killed, Wounded and Missing, of the Officers, Non-commissioned Officers, Drummers, and Rank and File, in the Affair with the Enemy near Craney Island, June 22, 1813.

1st. Royal Marine and Rocket Artillery—1 rank and file wounded.

2d Batt. Royal Marines—2 rank and file killed; 1 captain, 4 rank and file wounded: 7 rank and file missing.

102d Reg.—1 serjeant killed; 1 serjeant wounded.

1st and 2d Company Canadian Chasseurs—1 lieutenant wounded; 2 serjeants, 2 drummers, 41 rank and file, missing.

Total—3 killed; 8 wounded; 52 missing.

SYDNEY BECKWITH, Q. M. Gen.

San Domingo, Hampton Roads, Chesapeake,
SIR, *June* 27, 1813.

Enclosed herewith, I beg leave to send you the copies of two letters transmitted to me by Vice-Admiral Stirling, reporting the capture of the Lovely Lass and Mary Ann, American privateers: the former by the Circe and Forrester, and the latter by the Sapphire and Forrester.

I have the honour to be, &c.
J. W. Croker, Esq. JOHN BORLASE WARREN.

SIR, *H. M. Sloop, Sapphire, off Isle of Vache, May* 5, 1813.

I have the honour to acquaint you, that at daylight this morning, a small schooner was seen hovering about the convoy, then close in with Isle of Vache; and that, after a few hours chase, she struck to his Majesty's sloop Forrester, Captain Alexander Kennedy, and to his Majesty's sloop under my command: she proves to be the Mary Ann of Charlestown, commanded by Peter Charriol, out twenty-one days, and had made no capture; she is armed with one long nine-pounder, a midships, and a four-pounder, with a profusion of small arms, which leads me to believe she expected some addition to her crew in this country, there being only thirty hands on board at the time of capture, one of whom was found dead.

I have the honour to be, &c.
Vice-Admiral Stirling Jamaica. HENRY HAYNES, Commander.

SIR, *H. M. S. Circe, at Sea, May* 15, 1813.

I have the honour to inform you, that, being off Montego Point yesterday at 5 P.M. I observed a very suspicious schooner to windward, which, after an anxious chase of nineteen hours, I had the good fortune to capture; she proves to be the Lovely Lass, American privateer, of five guns, four of which were thrown overboard in the chase, and sixty men, commanded by Mr. John Smith, an officer in the American navy. Says he has been out forty-four days, and had made no capture.

I have the honour to be, &c.
Vice-Adm. Stirling, Jamaica. EDW. WOOLCOMBE, Captain.

San Domingo, Hampton Roads, Chesapeake,
SIR, *June* 27, 1813.

I request you will inform their lordships, that the enemy having a post at Hampton, defended by a considerable corps, commanding the communication between the upper part of the country and Norfolk, I considered it advisable, and with a view to cut off their resources, to direct it to be attacked by the troops composing the flying corps attached to this squadron; and having instructed Rear-Admiral Cockburn to conduct the naval part of the expedition, and placed Captain Pechell with the Mohawk sloop and launches, as a covering force, under his orders, the troops were disembarked with the greatest zeal and alacrity.

Sir Sydney Beckwith, commanding the troops, having most ably attacked and defeated the enemy's force, and took their guns, colours, and camp, I refer their lordships to the quarter-master-general's report, (which is enclosed) and that will explain the gallantry and behaviour of the several officers and men employed upon this occasion, and I trust will entitle them to the favour of his Royal Highness the Prince Regent, and the approbation of the lords commissioners of the Admiralty.

Sir Sydney Beckwith having reported to me that the defences of the town were entirely destroyed, and the enemy completely dispersed in the neighbourhood, I ordered the troops to be re-embarked, which was performed with the utmost good order by the several officers of the squadron, under the orders of Rear-Admiral Cockburn.

I have the honour to be, &c.
John Wilson Croker, Esq. JOHN BORLASE WARREN.

SIR, *H.M.S. San Domingo, Hampton Roads, June* 28, 1813.

I have the honour to report to you, that, in compliance with your orders to attack the enemy in town and camp at Hampton, the troops under my command, were put into light sailing vessels and boats, during the night of the 25th instant, and by the excellent arrangements of Rear-Admiral Cockburn, who was pleased in person to superintend the advance under Lieutenant Colonel Napier, consisting of the 102d regiment, two companies of Canadian Chasseurs, three companies of marines from the squadron, with two six-pounders from the royal marine artillery, were landed half an hour before daylight the next morning, about two miles to the westward of the town, and the royal marine battalions, under Lieutenant-Colonel Williams were brought on shore so expeditiously, that the column was speedily enabled to move forward.

With a view to turn the enemy's position, our march was directed towards the great road, leading from the country into the rear of the town; whilst the troops moved off in this direction, Rear-Admiral Cockburn, to engage the enemy's attention, ordered the armed launches and rocket boats to commence a fire upon their batteries; this succeeded so completely, that the head of our advanced guard had cleared a wood, and were already on the enemy's flank before our approach was perceived: they then moved from their camp to their position in rear of the town, and here they were vigorously attacked by Lieutenant-Colonel Napier, and the advance; unable to stand which, they continued their march to the rear of the town, when a detachment, under Lieutenant-Colonel Williams, conducted by Captain Powell, assistant-quarter-master-general, pushed through the town, and forced their way across a bridge of planks into the enemy's encampment, of which, and the batteries, immediate possession was gained. In the mean time, some artillerymen stormed and took the enemy's remaining field-piece.

Enclosed, I have the honour to transmit a return of ordnance taken. Lieutenant-colonel Williams will have the honour of delivering to you a stand of colours of the 68th regiment, James City light infantry, and one of the 1st battalion, 85th regiment. The exact numbers of the enemy it is difficult to ascertain.

From the woody country, and the strength of their position, our troops have sustained some loss; that of the enemy was very considerable; every exertion was made to collect the wounded Americans, who were attended by a surgeon of their own, and by the British surgeons, who performed amputations on such as required it, and afforded every assistance in their power; the dead bodies of such as could be collected were also carefully buried.

I beg leave on this occasion to express the obligations I owe to Lieutenant-Colonel Napier, and Lieutenant-Colonel Williams, for their kind and able assistance, to Major Malcolm and Captain Smith, and all the officers and men, whose zeal and spirited conduct entitle them to my best acknowledgments. I have the honour to be, &c.

Right Hon. Adm. Sir J. B. Warren, K.B. &c. SYDNEY BECKWITH, Q. M. Gen.

Return of Ordnance Stores taken in Hampton, on the 25th June, 1813.

4 twelve-pounder guns, on travelling carriages, 3 six-pounder guns on travelling carriages, with limbers, and a proportion of ammunition for each of the above calibres.

3 covered waggons and their horses. T. A. PARKER, Capt. and Senior Officer, R. M. artillery.

A Return of the Killed, Wounded, and Missing, at Hampton, 26th June, 1813.

Royal Marine Artillery—1 rank and file killed; 4 rank and file wounded.

(Ships) three Companies of Royal Marines—1 rank and file wounded; 1 rank and file missing.

1st and 2d Canadian Chasseurs—3 rank and file killed; 13 rank and file wounded; 6 rank and file missing.

1st Batt. Royal Marines—1 rank and file killed; 1 lieutenant, 6 rank and file wounded.

2d Batt. Royal Marines—1 lieutenant, 1 serjeant, 6 rank and file wounded; 3 rank and file missing.

Total—5 killed; 33 wounded; 10 missing.

SYDNEY BECKWITH, Q. M. Gen.

Admiral Sir John Borlase Warren has transmitted to John Wilson Croker, Esq. a letter from Captain Lumley, of his Majesty's ship Narcissus, to Rear-Admiral Cockburn, giving an account of the boats of that ship having, on the 12th of June last, under the directions of Lieutenant John Cririe, first of the Narcissus, and Lieutenant P. Savage, of the royal marines, brought out from York River, in the Chesapeake, the Surveyor, United States revenue schooner, carrying six guns, pierced for twelve, and having twenty-five men on board. Three men in the boats were killed, and six wounded, including Lieutenants Cririe and Savage slightly; the enemy had five wounded.

AUGUST 24, 1813.

Extract of a Letter from Captain Maples, of H.M. Sloop Pelican, to Vice-Admiral Thornborough, and transmitted by the latter Officer to John Wilson Croker, Esq.

H. M. Sloop Pelican, St. David's-head, East five Leagues, August 14, 1813.

I have the honour to inform you, that, in obedience to your orders to me of the 12th instant to cruise in St. George's channel, for the protection of the trade, and to obtain information of an American sloop of war, I had the good fortune to board a brig, the master of which informed me, that he had seen a vessel, apparently a man of war, steering to the N.E.; at four o'clock this morning, I saw a vessel on fire, and a brig standing from her, which I soon made out to be a cruiser, made all sail in chase, and at half past five came alongside of her (she having shortened sail and made herself clear for an obstinate resistance), when, after giving her three cheers, our action commenced, which was kept up with great spirit on both sides forty-three minutes, when we lay her alongside, and were in the act of boarding, when she struck her colours. She proves to be the United States sloop of war Argus, of three hundred and sixty tons, eighteen twenty-four pounder carronades, and two long twelve-pounders; had on board when she sailed from America, two months since, a complement of one hundred and forty-nine men, but in the action, one hundred and twenty.seven, commanded by Lieutenant Commandant W. H. Allen, who, I regret to say, was wounded early in the action, and has since suffered amputation of his left thigh.

No eulogium I could use would do sufficient justice to the merits of my gallant officers and crew, which consisted of one hundred and sixteen; the cool courage they displayed, and the precision of their fire, could only be equalled by their zeal to distinguish themselves; but I must beg leave to call your attention to the conduct of my first lieutenant, Thomas Welsh, of Mr. William Glanville, acting master, Mr. William Ingram, the purser, who volunteered his services on deck, and Mr. Richard Scott, the boatswain.

Our loss, I am happy to say, is small, one master's-mate, Mr. William Young, slain in the moment of victory, while animating, by his courage and example, all around him, and one able seaman, John Emery, besides five seamen wounded, who are doing well; that of the enemy I have not yet been able to ascertain, but it is considerable, her officers say about forty killed and wounded. I have the honour to be, &c.

J. F. MAPLES, Commander.

AUGUST 28.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. copy of a letter from Lieutenant Timothy Scriven, commanding his Majesty's schooner Telegraph, dated off Brest the 20th instant, giving an account of his having captured, on the 12th instant, after a chase of forty-four hours, within ten miles of St. Andero, the American schooner Ellen and Emeline, armed with one long heavy French twelve-pounder on a pivot, and a number of small arms. The schooner had been out three hours from Nantes, with a cargo of silks, &c. and was bound to New York.

SEPTEMBER 4.

Admiral Lord Keith has transmitted to Mr. Croker, despatches from Captain Sir George Collier, dated from Passages the 27th and 28th ult. announcing that a successful attack was made upon the island of Santa Clara, at the mouth of the harbour of Saint Sebastian, at three o'clock on the morning of the 27th, by the boats of the squadron, under the command of Lieutenant the Honourable James Arbuthnot, of H.M.S. Surveillante.

The boats were manned by the seamen and marines, and by a party of soldiers, under the command of Captain Cameron, of the 9th regiment.

The only landing-place was under a flight of steps, commanded by a small entrenchment thrown up on the west point, and completely exposed to the fire from grape of the whole range of works on the west side of the rock and walls of St. Sebastian's. These local circumstances enabled a very small garrison, of an officer and twenty-four men, to make a serious resistance, by which two of our men were killed, and one officer of the army, and another of the marines, and fifteen seamen and marines, were wounded.

The conduct of the officers and men was highly meritorious; each was anxious to be foremost. Lieutenant Bell, of the royal marines, had the good fortune first to succeed in getting on shore, and was immediately followed by Captain Cameron, of the 9th, and Captain Henderson, of the engineers.

Sir George Collier further states, that the batteries against Saint Sebastian's had opened again on the morning of the 26th, and continued a terrible fire on the place to the date of Sir George's last communication. A new sailor's battery had been erected on the island of Santa Clara, by which the works of the place would be enfiladed.

The casualties in the breaching batteries were few, and of the seamen employed in them, there had been but one wounded.

Return of Killed and Wounded of a Detachment of Seamen and Marines, at the Assault upon the Island of Santa Clara, on the Morning of the 27th August, 1813.

KILLED.—*Isabella Transport.*—Nathaniel Adkin, second mate; William Foster, seaman.

WOUNDED.—Lieutenant Chadwick, 9th regiment; Lieutenant Ray, of the royal marines, belonging to H.M.S. Ajax.

Surveillante.—William Waddy, seaman, dangerously; George Rex, corporal of marines, dangerously; Thomas Cooke, private marine, dangerously; James Dinnacombe, private marine, dangerously (since dead); James Collins, seaman, severely; John Nowland, seaman, severely; Robert Maxey, seaman, severely; William Smith, seaman, severely; James Russell, seaman, slightly.

President.—James M'Creckan, seaman, severely; John Bleur, marine, slightly.

Revolutionaire.—None.

Ajax.—1 midshipman (name not reported).

Isabella Transport.—George Hunter, seaman, dangerously; Henry Noble, seaman, badly.

Milbank Transport.—John Segurtt, seaman, badly.

JAS. ARBUTHNOT,
Lieutenant commanding Detachment.

SEPTEMBER 7.

Copy of a Letter from Captain Oliver, of H.M S. Valiant, to the Right Hon. Admiral Sir J. B. Warren, Bart. dated at Sea, June 18, 1813, *and transmitted by the Admiral to J. W. Croker, Esq.*

SIR,

I beg leave to acquaint you, that H.M.S. under my command, and the Acasta, yesterday, at daylight, fell in with H. M.'s sloop Wasp, then in pursuit of an enemy's brig, off Cape Sable; and after a further chase of more than 100 miles, we captured the American letter of marque Porcupine, of 20 guns, and 72 men, from Bayonne to Boston. She is a beautiful vessel, of more than 300 tons, only eight months old, and sails uncommonly fast.

The Wasp has retaken a prize of the Young Teazer privateer, and is now gone in quest of her. I have the honour to be, &c.

ROBERT DUDLEY OLIVER, Captain.

Extract of a Letter from Rear-admiral Cockburn to the Right Hon. Admiral Sir J. B. Warren, Bart. and K.B. and transmitted by the Admiral to John Wilson Croker, Esq.

H. M. S. Sceptre, off Ocracoke Bar, July 12, 1813.

Rear-admiral Cockburn states, that he took up the anchorage off Ocracoke Bar, with the ships named in the margin,* having on board the detachments of troops under the orders of Lieutenant-colonel Napier, on the 11th July; and conceiving that much advantage was likely to be derived by carrying into immediate execution the orders he had received, for putting an end to the commerce carried on from the port of Ocracoke, by means of the inland navigation, and for destroying any vessels that might be in the port, he directed preparations to be instantly commenced for the debarkation of the troops, and for making the intended attack.

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* Sceptre, Romulus, Fox, Nemesis, Conflict, and High-flyer, and Cockchafer tenders.

An advanced division of the best pulling boats, with armed seamen and some marines of the Sceptre, was directed to precede the others, for the purpose of attacking the enemy's shipping, and of occupying and diverting the fire of any armed vessels stationed at the place; Lieutenant Westphall, first of the Sceptre, was entrusted with this division, supported by Captain Ross, with the rocket-boats.

Captain Patterson, of the Fox, commanded the division of flat and heavier boats, with as many of the 102d regiment, artillery, &c. &c. as they could carry, which were destined to attack and occupy such positions on the surrounding lands, as circumstances and the enemy's means of defence might point out the propriety of after daylight. The third and last division was composed of the Conflict, the armed tenders, and small vessels, which were directed to take the remainder of the troops on board, and to follow the boats into the harbour, as fast and as far as might be found practicable: Captain Ross, of this ship, was charged with the general superintendance of the whole arrangement, and Captains Knight and Maude, with much laudable zeal, also attended to render me their personal assistance wherever circumstances might require it.

The whole moved from the ships towards the shore about two o'clock this morning, but owing to the great distance from the bar to the harbour, and the heavy swell which was running, it was considerably after daylight before the advanced division turned a projecting shoal point, behind which the vessels lay, and round which is the only possible way by which the shore can be approached with safety; the enemy, therefore, had some little time to prepare for defence, which he did not fail to avail himself of, and immediately the boats doubled the point, a heavy fire was opened on them from a brig and schooner, which hoisted American colours, and were soon discovered to be the only armed vessels here; Lieutenant Westphall, therefore, with his division, pulled directly and resolutely for these, under cover of some rockets, which were thrown by Captain Russel with admirable precision.

The fire of the brig now began to slacken; and on Mr. Westphall's approaching her bow with the advanced boats, the enemy cut her cable and abandoned her, and the schooner struck her colours.

The troops in the mean time having effected a landing, without further opposition, took possession of Portsmouth and Ocracoke Island, where all surrendered to our mercy.

The brig captured proves to be the Anacondo, mounting 18 nine-pound long guns, is a most beautiful vessel, coppered, and perfectly fit for his Majesty's service.

The schooner is the Atlas letter of marque, of 240 tons, mounting ten guns, is also a fine vessel, and fit for his Majesty's service.

It now becomes my pleasing duty to mention to you, Sir, the good conduct of the several officers and men you have placed under my command, who were indefatigable in their exertions in carrying forward and effecting this service; and I beg also to mention to you the truly cheerful, ready, and able co-operation I have invariably experienced from Lieutenant-colonel Napier, of the 102d regiment, and the officers and troops under his orders.

SEPTEMBER 11.

Admiral the Right Hon. Sir J. B. Warren, Bart. and K.B. has transmitted to John Wilson Croker, Esq. a letter from Captain Rattray, of H.M.'s sloop Contest, dated the 14th of July, in Potowmac River, which states, that the cutters of the Contest and Mohawk brig, under the directions of Lieutenant Curry, of the Contest, assisted by Lieutenant Hutchinson, of the Mohawk, had pursued into a narrow inlet, called Yeacomoco Creek, three or four miles up, the United States schooner Asp, mounting one long 18-pounder gun, and two 18-pounder carronades, with swivels, &c. having 25 men, and commanded by a lieutenant.

The enemy had hauled the schooner close to the beach, under the protection of a large body of militia.

Lieutenant Curry advanced, notwithstanding a very heavy fire from the schooner and the shore, and assisted by the cool and determined bravery of the officers and crew, boarded and carried the vessel in a few minutes.

Two men in the boats were killed, and six wounded; among the latter, Lieutenant Curry, slightly; whose conduct is highly commended, as also that of Lieutenant Hutchinson, and Messrs. Morey, Bradford, and Tozer, midshipmen, on this occasion.

The lieutenant of the schooner was killed, and several of her crew drowned.

The midshipman of the Ajax, who was killed during the assault upon the island of Santa Clara, on the 27th of August last, and of which mention was made in the Gazette of the 4th of this month, was Mr. Henry Moore.

List of Captures made by the Squadron under the Orders of the Right Hon. Sir John Borlase Warren, Bart. and K.B. Admiral of the Blue, and Commander-in-chief of his Majesty's Ships and Vessels employed and to be employed on the American and West Indian Station, between the 30th of March and the 22d July, 1813.

American schooner Friendship, of 103 tons, and 6 men, laden with lumber, from Rhode Island, bound to Havannah, captured by the La Hogue, March 30, 1813; burnt. American brig Caroline, of 196 tons, and 10 men, laden with pitch, tar, and turpentine, from Wilmington, bound to Boston, captured by the La Hogue, April 11, 1813; sent to Halifax. American brig Dispatch, of 168 tons, and 9 men, laden with flour and corn, from Boston, bound to Cadiz, captured by the La Hogue, April 16, 1813; sent to Halifax. American ship Sally, of 196 tons, and 7 men, laden with lumber, from Wiscassel, bound to St. Bartholomew, captured by the La Hogue, April 17, 1813; sent to Halifax. American schooner Fly, of 45 tons, and 6 men, laden with coffee, from Jacmet, bound to Wilmington, captured by the Argo, April 14, 1813; sent to Jamaica. Spanish schooner Anna, of 1 gun, 35 tons, and 8 men, in ballast, from Porto Bello, bound to Jamaica, captured by the Argo, April 28, 1813; sent to Jamaica. Spanish schooner Santa Maria, of 50 tons, and 6 men, laden with coffee and hides, from Marycabo, bound to Philadelphia, captured by the Sapphire, April 22, 1813; sent to Jamaica. Spanish schooner privateer Mary Ann, of 1 gun, 47 tons, and 38 men, from Charleston, on a cruise, captured by the Sapphire, May 5, 1813; sent to Jamaica. American schooner Neptune's Barge, laden with lumber, from Connecticut, bound to St. Jago de Cuba, captured by the Pelican, same date; sent to Jamaica. English schooner Mayflower, laden with flour, from Providence, bound to Providence, captured by the Variable, March 23, 1813; sent to Nassau. English brig Dominica Packet, laden with sugar, coffee, &c.

bound to Liverpool, recaptured by the Variable, same date; sent to Nassau. Spanish schooner Maria, laden with flour, from Philadelphia, bound to Havannah, captured by the Variable, same date; sent to Nassau. American brig Penobscot, laden with molasses and sugar, from St. Jago de Cuba, bound to Boston, captured by the Variable, March 27, 1813; sent to Nassau. Spanish brig Teneriffe, captured by the Fawn, January 9, 1813; sent to Porto Cabello. American schooner privateer Lovely Lass, of 5 guns, 80 tons, and 73 men, from Wilmington, on a cruise, captured by the Circe, May 15, 1813; sent to Kingston. American schooner William, of 145 tons, and 7 men, laden with staves and lumber, from Boston, bound to Porto Bello, captured by the Circe, May 17, 1813; sent to Kingston. American brig Commerce, of 120 tons, and 11 men, laden with lumber, from Rhode Island, bound to Havannah, captured by the Colibri, March 14, 1813; burnt. American schooner Female, of 95 tons, and 6 men, laden with flour, butter, and lard, from Baltimore, bound to La Guira, captured by the Colibri, March 27, 1313; sent to Bermuda. Swedish schooner Minerva, of 130 tons, and 13 men, laden with molasses and sugar, from Charleston, bound to St. Bartholomew's, captured by the Colibri, March 29, 1813; sent to Providence. American schooner Portsmouth, laden with lumber, from Cuba, bound to Rhode Island, captured by the Colibri, April 16, 1813; sent to Providence. American schooner Eliza, of 95 tons, laden with sundries, from Wilmington, bound to Savannah, captured by the Colibri, May 1, 1813; sent to Bermuda. American schooner Nancy, laden with sundries, from Georgetown, bound to Savannah, captured by the Colibri, same date; cargo taken out and put on board the Eliza, and the hulls burnt. American schooner Sampit, laden with sundries, from Georgetown, bound to Savannah, captured by the Colibri, same date; cargo taken out and put on board the Eliza, and the hulls burnt. American schooner Wingaw, laden with sundries, from Georgetown, bound to Savannah, captured by the Colibri, same date; cargo taken out and put on board the Eliza, and the hull burnt. Spanish ship El de Padato in Cortes, of 160 tons, and 14 men, laden with molasses, sugar, &c. from New York, bound to Matanza's, captured by the Colibri, May 27, 1813; sent to Providence. Swedish schooner Gustava, of 140 tons, and 8 men, laden with flour, meal, &c. from Carthagena, bound to Savannah, captured by the Colibri, June 17, 1813; sent to Providence. American sloop Margaret, of 74 tons, and 5 men, in ballast, from Savannah, bound to New York, captured by the Ramilies, March 25, 1813; burnt. American schooner Syren, of 71 tons, in ballast, from Savannah, bound to Boston, captured by the Ramilies, March 28, 1813; burnt. American ship Franklin, of 171 tons, and 10 men, laden with lumber, from Cayenne, bound to New York, captured by the Ramilies, March 31, 1813; sent to Halifax. American sloop Fox, of 40 tons, and 10 men, laden with corn, from New London, bound to North Carolina, captured by the Ramilies, April 4, 1813; sent to Bermuda. American sloop Rosamond, of 60 tons, and 5 men, from Providence, bound to Wilmington, captured by the Ramilies, April 6, 1813; burnt. American schooner Freedom, of 119 tons, and 6 men, laden with cotton, from Providence, bound to Charleston, captured by the Ramilies, April 10, 1813; sent to Bermuda. American schooner Akros, of 144 tons, and 9 men, laden with cotton, from Providence, bound to Savannah, captured by the Ramilies, same date; sent to Bermuda. American sloop Randolph, of 35 tons, and 4 men, in ballast, from Block Island, bound to New York, captured by the Ramilies, April 11, 1813; burnt. American schooner Fanny, of 53 tons, and 5 men, laden with cotton, from New York, bound to Charleston, captured by the Ramilies, April 15, 1813; sent to Bermuda. American schooner Paulina, of 109 tons, and 4 men, laden with coals and corn, from New York, bound to Norfolk, captured by the Ramilies, April 16, 1813; sent to Halifax. American schooner Ploughboy, of 116 tons, and 10 men, laden with cotton, from Providence, bound to Charleston, captured by the Ramilies, same date; sent to Halifax. American brig Ulysses, of 156 tons, and 15 men, laden with sugar, &c. from New York, bound to St. Jago de Cuba, captured by the Ramilies, April 20, 1813; sent to Halifax. American brig Cornelia, laden with cotton, from Savannah, bound to Boston, captured by the Ramilies, April 26, 1813; sent to Bermuda. American schooner President, of 93 tons, and 8 men, laden with indigo and cotton, from Charleston, bound to Providence, captured by the Atalante, March 31, 1813; sent to Halifax. American schooner Rising Sun, of 100 tons, and 8 men, laden with cotton, from Charleston, bound to New York, captured by the Atalante, same date; sent to Halifax. American schooner Centurion, of 59 tons, and 3 men, laden with cotton, from Charleston, bound to Providence, captured by the Atalante, April 2, 1813; sent to Halifax. American ship Fame, laden with sundries, captured by the Atalante, same date; sent to Halifax. American brig Lilac, of 115 tons, and 7 men, laden with cotton, from Savannah, bound to Boston, captured by the Atalante, April 23, 1813; sent to Halifax. English brig Eolus, of 229 tons, and 24 men, laden with provisions, &c. from London, bound to Newfoundland, captured by the La Hogue, April 23, 1813; sent to Halifax. American ship Henry, of 190 tons, and 11 men, laden with salt, from Liverpool, bound to London, captured by the La Hogue, same date; sent to Halifax. English brig Catherine, of 132 tons, and 8 men, laden with rum, from St. Bartholomew's, bound to Boston, captured by the La Hogue, May 2, 1813; sent to Halifax. American brig Diomede, of 2 guns, 232 tons, and 8 men, laden with sugar and indigo, from Manilla, bound to Salem, captured by the La Hogue, May 11, 1813; sent to Halifax. American ship Acteon, of 336 tons, and 14 men, in ballast, from Cadiz, bound to Boston, captured by the La Hogue, May 12, 1813; burnt. American brig Hiram, of 142 tons, and 7 men, laden with lumber, from Bath, bound to St. Bartholomews, captured by the La Hogue, May 14, 1813; sent to Halifax. American brig Rasas King, of 226 tons, and 9 men, laden with lumber, from Bath, bound to St. Bartholomew's, captured by the La Hogue, May 15, 1813; burnt. English brig Ann Packet, of 10 guns, 180 tons, and 24 men, with mails, from Falmouth, bound to Jamaica, re-captured by the La Hogue, May 16, 1813; sent to Halifax. American brig Orion, of 196 tons, and 9 men, laden with flour and Indian meal, from New York, bound to Lisbon, captured by the La Hogue, May 18, 1813; sent to Halifax. Spanish brig Dolphin, of 215 tons, and 14 men, laden with corn, rye, flour, and beef, from New York, bound to Oporto, captured by the La Hogue, same date; sent to Halifax. American brig Pilgrim, of 2 guns, 265 tons, and 18 men, laden with flour, from New Orleans, bound to Salem, captured by the La Hogue, same date; sent to Halifax. American ship Caledonia, of 356 tons, and 15 men, laden with rice and corn, from Charleston, bound to Lisbon, captured by the Loire, Sceptre in company, June 12, 1813; sent to Bermuda. American ship Elizabeth, of 303 tons, 13 men, laden with flour, from New Orleans, bound to Lisbon, captured by the Sceptre, June 14, 1813; sent to Bermuda. American brig Catmar, of 140 tons, and 8 men, laden with fustic, from Kingston, America, bound to St. Bartholomew's, captured by the Sceptre, June 18, 1813; sent to Bermuda. American brig Valador, of 150 tons, laden with silk, ribbon, window glass, and some specie, captured by the Statira, Spartan, and Martin, June 1, 1813. American brig Commerce, of 200 tons, laden with cotton and staves, captured by the Statira, Spartan, and Martin, June 2, 1813. American sloop Ploughboy, of 72 tons, laden with wood, captured by the Statira, Spartan, and Martin. American sloop Sarah, of 30 tons, laden with wood, captured by the Statira, Spartan, and Martin. American sloop Sally, of 40 tons, laden with wood, captured by the Statira, Spartan, and Martin. American sloop Morning Star, of 60 tons, laden with corn, captured by the Statira, Spartan, and Martin. American sloop Caroline, of 34 tons, in ballast, captured by the Statira, Spartan, and Martin. American sloop Betsey, of 34 tons, in ballast, captured by the Statira, Spartan, and Martin. American sloop Express, of 50 tons, in ballast, captured by the Statira, Spartan, and Martin. American sloop Dispatch, of 30 tons, laden with bark, captured by the Statira, Spartan, and Martin. American schooner Betsey, of 40 tons, laden with wood, captured by the Statira, Spartan, and Martin American sloop Priscilla, of 30 tons, laden with wood, captured by the Statira, Spartan, and Martin. American sloop George Packet, of 70 tons, in ballast, captured by the Statira, Spartan, and Martin. Seven coasting vessels of different tonnages, captured by the Statira, Spartan, and Martin. American brig Fanny, in ballast, captured by the Statira, Spartan, and Martin, June 3, 1813. Portuguese brig Flor de Lisbon, in ballast, captured by the Statira, Spartan, and Martin, June 5, 1813. Portuguese brig Flora, laden with 51 boxes of sugar, from Porto Rico, bound to Philadelphia, captured by the Statira, Spartan, and Martin, June 2, 1813. American brig Hetty, in ballast captured by the Statira, Spartan, and Martin, June 6, 1813. Portuguese brig Carlotta, laden with rice, coffee, some specie, &c. captured by the Statira, Spartan, and Martin, June 4, 1813. American schooner Bella, in ballast, captured by the Statira, Spartan, and Martin, June 7, 1813. Spanish schooner El Carmen, laden with soap and flour, from New York, bound to Havannah, captured by the Spartan, Statira, and Martin, June 10, 1813. American brig Hero, from Cork, bound to Lisbon, recaptured by the Spartan, Statira, and Martin, June 7, 1813. American schooner Farmer, of 25 tons, and 3 men, laden with oats, from Follylanding, bound to New York, captured by the Spartan, Statira, and Martin, June 15, 1813. American schooner, name unknown, of 80 tons, cargo unknown, captured by the Spartan, Statira, and Martin, June 17, 1813. American ship Carl Gustaff, of 370 tons, and 16 men, in ballast, from New York, bound to Beaufort, captured by the Statira and Martin, June 26, 1813. American schooner Good Intent, of 114 tons, and 5 men, captured by the Statira and Martin. American sloop, name unknown, captured by the Statira and Martin, July 1, 1813; burnt. American sloop, name unknown, captured by the Statira and Martin, July 2, 1813; burnt. American sloop Commerce, captured by the Statira and Martin, July 2, 1813; destroyed. Schooner William Lass, of 40 tons, brought out of Hampton at the capture of that place, June 25, 1813; employed as a tender. Schooner Cherub, of 40 tons, brought out of Hampton at the capture of that place; employed as a tender. Schooner Hampton, of 45 tons, brought out of Hampton at the capture of that place; employed as a tender. Three schooners and a sloop, names unknown, burnt in Hampton Creek. Schooner, name unknown, laden with corn, flour, &c.; set adrift. Schooner Asp, of 25 tons, and 3 men, captured by the boats of the Mohawke and Contest, July 14, 1813, burnt. Schooner, name unknown, in ballast, captured by the boats of the Mohawke and Contest, July 15, 1813; burnt. Schooner, Freighter, of 120 tons, and 3 men, laden with lumber, captured by the boats of the Mohawke and Contest, July 15, 1813; employed as a tender, cargo taken out. American ship Maddison, of 378 tons, and 13 men, laden with salt, from New York, bound to Baltimore, captured by the Ramilies, March 29, 1813. American ship America, of 285 tons, and 14 men, laden with salt, from New York, bound to Alexandria, captured by the Ramilies, March 30, 1813. Swedish brig Regina

Christiana, laden with West India produce, from St. Bartholomew's, bound to Rhode Island, captured by the Poictiers, March 10, 1813; sent to Bermuda, afterwards lost on a rock off that island. American schooner Pennsylvania, from Cape Mary, on a cruise, captured by the Paz, March 17, 1813; kept as a tender. American brig Armista, laden with flour, from Philadelphia, bound to Havannah, captured by the Poictiers, March 19, 1813; sent to Bermuda. American ship Montesquieu, laden with tea, nankeen, silk, copper, and cassia, from Canton, bound to Philadelphia, captured by the Paz, March 27, 1813; ransomed for 180,000 dollars. American schooner Pilgrim, laden with flour, from Philadelphia, bound to Boston, captured by the Pennsylvania, April 11, 1813; cargo taken out, and employed as a tender. Portuguese schooner Alliance, laden with flour, from Philadelphia, bound to Jamaica, captured by the Poictiers, April 17, 1813; sent to Bermuda. Portuguese brig Clibo, laden with oranges and lemons, from St. Michael's, bound to Philadelphia, captured by the Belvidera, April 17, 1813; cargo taken out, reloaded with wood, and sent to Bermuda. English schooner Bermuda, from Bermuda, bound to Philadelphia, recaptured by the Poictiers, April 28, 1813; employed as a tender. American sloop Providence, laden with flour and corn, from Philadelphia, bound to Boston, captured by the Poictiers, May 1, 1813; sent to Bermuda. American sloop Factor, laden with cotton, from Philadelphia, bound to Boston, captured by the Poictiers, May 10, 1813; cargo taken out, vessel set adrift. Swedish ship Finland, of 240 tons, and 12 men, laden with flour, from Alexandria, bound to St. Bartholomew's, captured by the Marlborough, May 20, 1813; sent to Halifax. American schooner, name unknown, of 25 tons, captured by the Narcissus, May 21, 1813; vessel destroyed. American schooner, name unknown, of 25 tons, captured by the Narcissus, May 21, 1813; vessel destroyed. American schooner Friendship, of 30 tons, laden with plank and staves, from Follylanding, captured by the Narcissus, May 21, 1813; vessel destroyed. American schooner Joseph and George, of 30 tons, laden with oats, captured by the Narcissus, May 22, 1813; vessel destroyed. American schooner William and Thomas, of 25 tons, from Follylanding, captured by the Barrossa, May 22, 1813; kept as a tender. American schooner Harriet, of 64 tons, and 4 men, laden with flour and tobacco, from Richmond, bound to Boston, captured by the Victorious, May 29, 1813. English brig Endeavour, of 110 tons, and 6 men, laden with wine, from Guernsey, bound to Gibraltar, recaptured by the Fantome, May 29, 1813; gone to Bermuda. Portuguese schooner Noticis Felis, of 82 tons, and 11 men, in ballast, from Norfolk, bound to Fayal, captured by the Marlborough, May 29, 1813; sent to Bermuda. American ship Rolla, of 293 tons, and 12 men, laden with flour, from Petersburgh, bound to Lisbon, captured by the Marlborough, May 30, 1813; sent to Bermuda. American schooner Julia and Sally, of 97 tons, and 7 men, laden with flour, rye, and corn, from Richmond, bound to Boston, captured by the Junon, June 7, 1813; sent to Halifax. American schooner Ann, of 30 tons, and 5 men, laden with flour and tobacco, from Hampton, bound to Boston, captured by the Junon, June 8, 1813; cargo taken out, and vessel destroyed. American schooner Beauty, of 25 tons, laden with sundries, from Baltimore, bound to Norfolk, captured by the Narcissus, June 8, 1813; cargo sent to Bermuda, vessel destroyed. American sloop Butler, of 35 tons, and 3 men, laden with corn, meal, and fish, from York Town, bound to Norfolk, captured by the boats of the Narcissus, June 9, 1813; sent to Bermuda. United States revenue schooner Surveyor, of 6 guns, 100 tons, and 25 men, captured by the boats of the Narcissus, June 12, 1813. American ship Emily, of 361 tons, and 13 men, laden with flour, from Baltimore, bound to Lisbon, captured by the Marlborough, June 13, 1813; sent to

Bermuda. American ship Governor Strong, of 39 tons, and 16 men, laden with flour, from Baltimore, bound to Lisbon, captured by the Marlborough, June 13, 1813; sent to Bermuda. Spanish brig El San Iago, of 150 tons, and 11 men, laden with molasses and sugar, from Cuba, bound to Baltimore, captured by the Marlborough, June 13, 1813; sent to Bermuda. American ship Star, of 409 tons, and 20 men, laden with flour, from Norfolk bound to Lisbon, captured by the Marlborough, June 14, 1813. American ship Protectress, of 292 tons, and 13 men, laden with flour, from Norfolk, bound to Lisbon, captured by the Marlborough, June 18, 1813. American hermaphrodite Alcona, of 96 tons, and 6 men, in ballast, from Providence, bound to George Town, captured by the San Domingo, June 16, 1813; fitted as a watering vessel. United States frigate Chesapeake, of 49 guns, and 440 men, from Boston, on a cruise, captured by the Shannon, June 6, 1813; carried into Halifax.

JOHN BORLASE WARREN.

SEPTEMBER 14.

Vice-admiral Sir Edward Pellew, Bart. commander-in-chief of H. M.'s ships and vessels in the Mediterranean, has transmitted to J. W. Croker, Esq. despatches, of which the following are copies:—

SIR, *Elizabeth, off the River Po, April* 29, 1813.

I have the honour to inform you the boats of the Eagle and Elizabeth fell in, off Goro, with a convoy of seven armed merchant vessels, laden with oil. Four of them were captured, and the other three ran on shore into a tremendous surf, under the protection of a two-gun battery, two schooners, and three settee gun-boats, who opened a most galling fire.

Notwithstanding all these difficulties, one of the vessels was brought off, and another destroyed, much to the credit of Lieutenants Roberts and Greenway, senior lieutenants of the Elizabeth and Eagle, under whose directions this arduous service was performed. They speak highly of Lieutenant Holbrook, of the Eagle, who was also there, and of all the petty officers and men employed on this service, and I am happy to add no person was hurt. I have the honour to be, &c.

E. LEVESON GOWER, Captain.

To Rear-admiral Fremantle, &c.

SIR, *H. M. S. Bacchante, Karlebago, May* 15, 1813.

Having received information on the 11th inst. that a convoy of enemy's vessels were lying in the channel of Karlebago, I proceeded there without loss of time, but, from contrary winds, and a strong current, did not arrive till this morning. The convoy having had notice of our approach, had sailed. The port of Karlebago offers such excellent shelter for the enemy's convoys, that I thought it an object to destroy the works which defend it. The governor refusing to accede to the terms I sent him, I anchored within pistol-shot of the batteries, and after a good deal of firing, a truce was hung out, and the place surrendered at discretion. The marines and a detachment of seamen were landed, under the command of Lieutenant Hood, and took possession. No time was lost in embarking the guns and destroying the public works; and having blown up the castle, the party were reimbarked.

The place was commanded by Monsieur de Zergollen, who is a prisoner on board, with his aid-de-camp, and a French commissary of the marines. The castle mounted four nine-pounders, in the south-east battery two twelve-pounders, and in the north battery two brass sixes.

I am sorry to add, we had four seamen severely wounded in this affair, two of them their left arms shot off. I have only now, Sir, to express my approbation of every one employed in the service.

I have, &c. W. HOSTE, Captain.

To Rear-admiral Fremantle, &c.

Report of Seamen, &c. wounded on board H. M.S. the Bacchante, while in Action with the Battery off Karlebago, May 15, 1813.

Michael Callaghan, seaman, severely, lost an arm.
Joseph Evers, seaman, severely, lost an arm.
John M'Evoy, seaman, severely.
John Thompson, (3), seaman, slightly.

W. L. KIDD, Surgeon.
W. HOSTE, Captain.

SIR, *H. M.'s Sloop Nautilus, off Alicata, May* 24, 1813.

I beg leave to acquaint you, H. M.'s sloop under my command, this day, captured the French privateer xebec Le Colombe, mounting four guns, with a complement of forty men. She had been a month from Genoa, and made one capture, which was the same vessel this sloop recaptured on the 15th instant off Maritima.

I have the honour to be, &c.
THOMAS DENCH, Captain.

Vice-admiral Sir Edward Pellew, Bart. &c.

SIR, *Milford, off Ragusa, May* 25, 1813.

I have the honour to inform you, that yesterday a convoy from Stagus to Cattaro, was perceived by us inside the islands, and that the Weazle and Haughty, were immediately sent in pursuit of them. From Captain Black's report, I learn that the whole, consisting of six sail, laden with grain, were taken or destroyed without any loss. I am sorry to say the master of the Haughty is slightly wounded.

I have the honour to be, &c.
THOS. FRAS. FREMANTLE.

Vice-admiral Sir Edward Pellew, Bart.
Commander-in-chief.

SIR, *Milford, off Ragusa, June* 2, 1813.

I have the honour to acquaint you, that by the report of vessels captured and destroyed, from Captain Tritton, of H. M.'s sloop Kingsfisher, dated 27th ultimo, it appears that "at Port Slano, he took six vessels and destroyed three, laden with grain and wine for Ragusa."

I have the honour, &c.
THOS. FRAS. FREMANTLE.

Vice-admiral Sir Edward Pellew, Bart.
Commander-in-chief.

SIR, *H. M.'s Sloop Pilot, off the Esqurques, June* 4, 1813.

I have the honour to report to you, that H. M.'s sloop, under my command, has just captured, after the third long and anxious chase, the French armed brig Hart (late the well-known privateer of that name), laden with a valuable cargo from Marseilles to Tunis. She is pierced for fourteen guns, but had only six mounted on this voyage, and which were thrown overboard during our first day's pursuit.

I have the honour to be, &c.
T. NICHOLAS, Commander.

Vice-admiral Sir Edward Pellew, Bart. &c.

SIR, *Milford, St. George's Harbour, Lissa, June 13th,* 1813.

I have the honour to enclose a letter from Captain Taylor, and two from Captain Garth, dated the 18th and 30th ultimo, acquainting me with the capture of two gun-boats and part of the convoy from Otranto, bound to Corfu, by the boats of the Apollo and Cerberus.

I have the honour to be, &c.

Vice-admiral Sir Edward Pellew, Bart. &c. G. F. FREMANTLE.

SIR, *H.M.S. Apollo, off Corfu, May* 30, 1813.

I have the honour of enclosing two letters from Captain Garth, relating brilliant exploits performed by two boats of the Cerberus, under Lieutenant John William Montagu, with the barge and first gig of the Apollo, under Lieutenant William Henry Nares, which I had left with him to assist in the blockade, during the absence of the Apollo to the southward, watering.

Mr. Hutchison, master's-mate, had but seven men on board the gig he was in, with which he not only captured a gun-boat, but also took three other vessels.

The Apollo returning, captured five more of the convoy, with grain, under Ottoman colours, which the Cerberus was chasing, and the boats had prevented getting into Corfu.

I have the honour to be, &c.

B. W. TAYLOR.

To T. F. Fremantle, Esq. Rear-admiral of the White, &c.

SIR, *H.M.S. Cerberus, off Otranto, May* 18, 1813.

On the 17th instant, while cruising according to your orders, I observed an enemy's vessel close to the shore, a little to the southward of Brindisi, which, upon our giving chase to, ran aground under a martello tower, to prevent our capturing her. I immediately despatched three boats from this ship, under Lieutenant Montagu, accompanied by Lieutenant Nares, of the Apollo, in your barge and gig, when, after receiving the vessel's fire, on their approach, they brought her out in the usual style, having driven some of the enemy's troops, who came down to her protection, a considerable way up the country. She was armed with a six-pounder in the bow and swivel, from Otranto, bound to Ancona; the boats also brought off this morning a gun, from a martello tower, a little further to the southward.

I have the honour to be, &c.

B. W. Taylor, Esq. Captain of H.M.S. Apollo, THOS. GARTH.
Senior Officer off Corfu.

SIR, *H.M.S. Cerberus, at Sea, May* 30, 1813.

Having reconnoitred the port of Otranto on the 27th ultimo, and observing a convoy collected, which I thought would make a push for Corfu the first N.W. wind; I took a station off the island of Fano on the following morning to endeavour to intercept them, and sent the barge and gig you were good enough to leave with me, under Lieutenant William H. Nares, of the Apollo, and the barge and pinnace of this ship, under Lieutenant John William Montagu, close in shore, when, as was expected, about one A.M. they came over, protected by eight gun-boats. Notwithstanding this strong force, aided by three more gun-boats from Fano, and the cliffs covered with French troops, they were attacked in the most determined and gallant manner by the boats above mentioned. Lieutenant Nares, in the Apollo's barge, boarded and carried one gun-boat, and Mr. Hutchison, in your gig, actually boarded and carried another before our barge could get alongside. Both the lieutenants speak in the highest terms of the bravery and good conduct of all the officers and men under them.

It is with the deepest regret I am now to inform you, that Mr. Suett, master's mate of the Cerberus, was shot through the heart in boarding another gun-boat; in him the service has to lament the loss of a most gallant young man; one seaman also killed, and a marine dangerously wounded, belonging to this ship, is the amount of our loss.

The gun boats taken had each a nine-pounder in their bow, and two four-pounders abaft, commanded by an Ufficiale di Vascello, with troops for Corfu. Four of the convoy were also taken; and had they been further off shore, I have no doubt but the greatest part of them would have been captured. I have, &c.

B. W. Taylor, Esq Captain of H.M.S. Apollo, THOS. GARTH.
Senior Officer off Corfu.

H.M.S. Bacchante, at anchor off Guila Nova,
SIR, *June 12, 1813.*

At daylight this morning, an enemy's convoy were discovered under the town of Gala Nova, on the coast of Abruzza; as I was six or seven miles to leeward of them, with a light breeze and a current against me, I thought it best to detach the boats, with discretionary orders, to the First Lieutenant, Hood, either to attack them, or wait till I arrived. He found the enemy much stronger than was expected, consisting of seven large gun-boats each, mounting one eighteen-pounder in the bow, three smaller gun-vessels with a four-pounder in the bow, and fourteen sail of merchant-vessels under their convoy, four of which had guns in the bow also. The shore astern of the vessels was lined with troops, entrenched on the beach, with two field-pieces with them. This was the force opposed to a frigate's boats; but no disparity of numbers could check the spirit of the brave officers and men employed on this service. The attack was determined on instantly, and executed with all the gallantry and spirit which men accustomed to danger and to despise it have so frequently shewn; and never was there a finer display of it than on this occasion. The boats as they advanced were exposed to a heavy fire of grape and musketry; and it was not till they were fairly alongside that the enemy slackened their fire, and were driven from their vessels with great loss.

The troops on the beach, which the French officers mention as amounting to upwards of one hundred men, fled on the first fire, and the field-pieces were destroyed by our marines. Our boats were now in possession of the convoy, many of which were aground, and our men were exposed to a scattered fire of musketry, whilst employed in getting them afloat.

I beg leave to recommend Lieutenant Hood to the notice of the Commander-in-chief in the strongest manner. I am unable to do justice to his merit: he speaks in the highest possible terms of Lieutenant F. Gosling, Second Lieutenant; Lieutenant Webb (acting), who distinguished himself so much in the Bacchante's boats in January last, with the Corfu flotilla; Lieutenants Holmes and Haig, royal marines; Messrs. Rees, Rove, Hoste, Farewell, Waldegrave, Langton, M'Kean, and Richardson, and every seaman and marine employed.

I regret to say we have suffered severely, though not so much as might have been expected from the superiority of force, and the obstinacy of the contest. Two seamen and one marine killed, five seamen and one marine wounded.

There was a Neapolitan flotilla from Ancona, bound to Barletta, under the direction of French officers, and commanded by a Lieutenant de Vaisseau, Knight of the Order of the Two Sicilies, who is a prisoner on board, with several other officers and men.

I have the honour to be, &c.
W. HOSTE, Captain.

F. Fremantle, Esq. Rear-admiral of the White.

Report of Killed and Wounded Seamen and Marines belonging to H.M.S. the Bacchante, in Action in the Boats of that Ship with a Flotilla of the Enemy's Gun-boats, &c. on the Coast of Italy, June 12, 1813.

Killed.—John Hinton, seaman: Charles Dreminsky, seaman; Edward Overind, marine.

Wounded.—Thomas Melvin, seaman, very severely; George Payne, seaman, very severely; Nicholas Redmore, seaman, very severely, since dead; John Ventling, seaman, very severely; Patrick David, seaman, very severely; William Spooner, marine, severely.

Total—2 seamen, 1 marine, killed; 5 seamen, 1 marine, wounded.

W. HOSTE, Captain.

SIR, *H.M.S. Apollo, Channel off Corfu, June* 15, 1813.

At daylight last Thursday morning, at the north end of Corfu, suspecting four vessels to be bound there from Barletta, with grain, and prevented getting in by the position of the Apollo; I, previous to hauling out to examine them, detached our barge, launch, first gig, and jolly-boat, under Lieutenant W. H. Nares, Lieutenant Colin Campbell, royal marines, Messrs. Hutchinson, Lancaster, and Brand, midshipmen, to watch them at the south end.

They were, as I anticipated, met going in. One ran on shore under Cape Bianco and was scuttled; the others would have been captured, had the attention of the barge, gig, and jolly-boat not been drawn off by a French gun-boat, which they took after some resistance. She mounted two long guns, a twelve and a six-pounder. Nine of the enemy were badly wounded, among whom was the commander and a captain of engineers; Monsieur Baudrand, colonel and chief of engineers of Corfu (reported of very great abilities), was also in her, having been to Parga and Pado to improve the fortifications.

The Laurel was detached to St. Maura with the gun-boat, and the wounded landed at Corfu, under a truce.

The delay of the latter caused our other boats to remain near Morto, in Albania, and at daylight the following morning were attacked by six gun-boats, a felucca, and smaller row-boat, all full of troops. Mr. Nares finding they came up fast with a breeze, ran the barge and jolly-boat on shore upon the border of the French territory of Parga; he then with the few men he had, with muskets, prevented this great force from landing, until his ammunition was expended.

The enemy must have suffered much, as he retreated four times from the beach; our loss was only one man, taken from the shore, William Robertson. The boats being destroyed, they only carried off pieces of the wreck. I have the honour to be, &c.

To Thomas Francis Fremantle, Esq. Rear-Admiral of the White, &c. B. W. TAYLOR.

Admiralty-Office, September 13, 1813.

The article in the Gazette of Saturday evening last contained an error in stating that Mr. Henry Moore, midshipman of the Ajax, had been killed in the assault upon the island of Santa Clara—he was wounded only.

SEPTEMBER 15.

Extract of a Letter from Capt. Sir G. N. Collier, dated on board H. M.S. Surveillante, off St. Sebastian's, 1st September 1813, *and transmitted by Admiral Lord Keith to J. W. Croker, Esq.*

I take leave to report, that arrangements being made, as agreed upon by Lord Wellington, for a demonstration on the back of the rock of St. Sebastian's, the two divisions of ships' boats were placed under the command of Captain Gallway, of the Dispatch, and Captain Bloye, of the Lyra, and that I understand their appearance had the complete effect intended, by diverting a large proportion of the garrison from the defence of the breach; the boats were warmly fired on from the batteries at the back of St. Sebastian's, but no lives were lost.

The sloops of war weighed with a light breeze, and the Dispatch suffered in a trifling degree in her sails, the gun-boats, No. 14 and 16, were equipped in time to offer annoyance to the enemy, and to attract his attention.

At eleven A. M. the tide having ebbed sufficiently, the assault by the breach took place, and if the resistance made by the enemy, considering the natural defences, as well as the artificial ones, thrown up by him, is to be considered gallant and obstinate, the attack must be ranked still higher; never, perhaps, was an affair more obstinately maintained, but British courage and perseverance ultimately succeeded, and after a lodgment had been effected on the breach, the town was entered and possessed about half past one P.M. in defiance of mines and every obstacle which the ingenuity of the governor could invent. A heavy firing was maintained till late in the evening, but the rock still holds out, and may probably for some days; a large part of the town has been unavoidably destroyed, and more must inevitably suffer from the means still in possession of the enemy.

The opportunity afforded to the navy for evincing the zeal and good will of British seamen, has been necessarily confined to a few individuals, but I know of no officer more indefatigable in the various duties which have fallen to him, than Captain Bloye, of the Lyra; he has endeavoured to anticipate every wish of the army. Lieutenant O'Reilly, with his former companions in the batteries, was conspicuously active; every ship in the squadron* sent a proportion of seamen, under their respective officers, and they uniformly behaved well.

The loss on both sides during the assault must have been considerable, as artillery of all descriptions was playing on the enemy while disputing the breach and walls.

Three or four seamen form the total naval loss since my last report.

Captain Smith, of the Beagle, who was slightly wounded on the island, has the command of the seamen there landed.

SEPTEMBER 18.

Vice-Admiral Sir Edward Pellew, Bart. has transmitted to J. W. Croker, Esq. a letter from Captain Edward Flin, of H.M. sloop Cephalus, dated at sea, the 3d of July last (and addressed to Vice-Admiral Pickmore), giving an account of his having captured, on the morning of the 2d of the same month, Toro E. by S. La Petit Chasseur, French felucca privateer, armed with two four-pounder long guns, and one eight-pounder, the latter hove overboard in the chase, with a complement of forty-five men; she had been out from Genoa thirteen days, and had made no capture.

SEPTEMBER 15.

Copy of a Letter from Captain Grant, of H.M.S. Armada, dated off Toulon, 23d July last, and transmitted by Vice-Admiral Sir E. Pellew, Bart. to J. W. Croker, Esq.

I have the honour to inform you, that on the 19th instant, being set by the swell and current near to the point of Bordighero, the batteries opened upon us. As the ships were approaching the land fall, and the shot were going over us, the marines were landed under the direction of Captain Hore, of this ship, who immediately took possession of the eastern battery, spiked the guns and destroyed the powder. On our marines approaching the battery, on the point of Bordighero, the enemy blew it up and quitted it; and so great was their hurry, that the mangled remains of the man who blew it up were found by our party, who entered and spiked the guns. As there was a heavy fire of musketry kept up from the town, Lieutenant Brown, of the marines of this ship, very properly took possession of the house from whence the heaviest of the fire proceeded. As many of the people of the town were evidently assisting the few soldiers that were in the batteries, the vessels on the beach, the surf being too heavy to launch them, were burnt, and the frigates opened their fire upon the town. The mayor having been brought off, I explained to him that the town had brought upon itself the heavy loss it sustained, by wantonly firing on us. I regret to say, that Capt. Hore was very severely wounded in the thigh, and Michael Martin, private marine, below the knee; but both are doing well.

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* Surveillante, Revolutionaire, President, Sparrow, Lyra, Beagle, Dispatch, Challenger, Holly, Juniper, Gun-boats No. 14 and 16.

Lieutenant Parsons had command of the boats at landing; Captain Napier having assumed the command, Lieutenant Parsons returned after the eastern battery was destroyed, bringing off the marines employed upon this service, and Captain Napier superintended the destruction of the vessels and the re-embarkation of the remainder of the marines.

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LETTER ON SERVICE.

(Not published in the Gazette.)

SIR, *H.M.S. Arrow, Basque Road, Dec. 30, 1812.*

In obedience to your orders to rejoin you from the squadron off Bourdeaux, on the morning of the 24th inst. Chasseron light-house bearing E. by N. 14 miles, I observed a large armed brig to windward, to which I immediately gave chase; during that night we unfortunately lost sight of her, from thick hazy weather; supposing her intentions were for the Perticus Breton, I kept the Arrow in a position to intercept her; at day-light seeing nothing of her, induced me to make the Isle D'Yeu, in weathering which, about three quarters of a mile, we had the satisfaction to see her at ten A.M. on the 25th, N.W. of that island, 10. 30. I bore up under all sail in chase of her, both steering towards Belleisle, on nearing which she shortened sail; at dark we agian lost sight of her; I continued steering along Belleisle to the north-end, about three quarters of a mile distance from the shore; not getting sight of her again, at eight P.M. I hauled to the S.E. under easy sail; on the 26th, at 8. 30. A.M. had the satisfaction of again seeing her passing to windward of us about four miles, Isle D'Yeu bearing then S.E. eight miles; at four P.M. she hoisted French colours, endeavouring to seek protection under Isle D'Yeu, as if possible to evade us during the darkness of the night, and get into the river Loire, at the entrance of which I kept the Arrow in five and seven fathoms water till day-light; not seeing her then I steered towards Isle D'Yeu. At 9 30. A.M. on the 27th, saw her at anchor close to the harbour's mouth, with French ensign and pendant flying. I stood close in, intending to attack her at anchor; receiving the fire from four different batteries and the brig, with little effect; the wind failing us nearly to a calm, obliged me to stand out, in hopes to decoy her from her present situation, which we soon had the pleasure to observe. We saw several boats pass and repass from the shore to the brig, apparently full of men. At 11. 30. she weighed and made all sail in chase of us; I continued standing out till I thought her a good distance from the shore, I then tacked and stood towards her, fully prepared; 12. 20. P.M. as we neared her, I observed her top-booms, boats, and lower-yards full of men. The brig was of the largest size, pierced for 22 guns, and had 20 mounted; this served more to heighten the spirits of my officers and little crew. Both vessels shortened sail at one time, we received her with three cheers. At 12. 30. P.M. immediately commenced action on different tacks, the Arrow passing to windward of her about 20 yards, to prevent her boarding us, for which she was well prepared. From the perfect satisfaction my officers and crew have repeatedly given me on former occasions, their animated, steady, and resolute behaviour on this, gave me full confidence to believe, that had she boarded us, she would have met with equal reception she had already bought by only 45 minutes experience. She then hauled her colours down and ceased firing; I immediately tacked on her weather quarter to close, then about gun-shot from her. The Arrow, from light winds and her bad sailing, was so long in stays, she availed herself of the favourable opportunity, made all sail, hoisted her colours, and renewed the action, which we returned double-fold, observing her pump very much. From the quick and well-directed fire of the Arrow, I attribute our little loss, having only one seaman killed (Edward Singcock); her fire was principally directed and confined to our sails, rigging, boats, &c. Unfortunately, from her superior sailing, she soon shot a-head of us; continuing a running fight till five P.M. at which time she tacked, passing to windward about half musket-shot, both keeping up a well-directed fire. At 5. 10. we tacked towards her, then within the entrance of the river Loire. At 6. 30. and 7. 30. she tacked, passing to windward about the same distance, each exchanging several broadsides in passing. At 7. 40. from thick hazy weather and light winds, we unfortunately lost sight of her, then in very shallow water, without a pilot on board, suggested to me the painful necessity, for the safety of H.M.'s schooner, to standing out at 8. 3. The conduct of Mr. Blyth, master; Mr. Kirby and Mr. Callaghan, midshipmen; the former's merit having passed my highest approbation, and that of the crew I have the honour to command, have all proved themselves worthy of the profession they hold. By two American gentlemen I have on board, who knew the vessel, she proves to be le Diligent, of 20 guns, and had on board, on her leaving America, 110 or 120 men, French and Americans, commanded by Captain Grassin, a member of the Legion of Honour: this is the same brig that captured H.M.'s late brig Laura, of twelve 18 pounders, and a crew of 65 men. From the great number of men on board her, I am convinced she must have had a considerable increase at Isle D'Yeu, and came out with a full determination to take us; opposed to a force of twelve 12-pounders, and a crew of fifty-three, officers and boys included. * * *.

To Pulteney Malcolm, Esq. Commodore.

Promotions and Appointments.

Captains, &c. appointed.

F. E. Lock, to the Sparrow; Thomas Mansell, to the Pelican; Hon. Frederick William Aylmer, to the Pactolus; Samuel G. Pechel, to the Unicorn; Philip Pipon, to the Tagus; J. F. Maples, to the rank of post captain, and to the Sir Francis Drake; Henry Deacon, to the impress service at Waterford; George Argles, to the impress service at Limerick.

Captain W. Hughes, to be governor of the Royal Naval Hospital at Halifax.

Lieutenants, &c. appointed.

James S. Fletcher, to the Dictator; George L. Coates, to the Blenheim; Neil Williamson, to the Leviathan; Peter White, to the Devonshire; Edward B. Addis, to the Dasher; John Bull, to ditto; Thomas Stone, to the Mercurius; Thomas Atkinson, to the Plover; William Fitzmaurice, to the Dictator; Richard Crosbie, to ditto; Robert Oliver (2), to the Banterer; Robert Hutchinson, to the Cordelia; John Conyers, to the Bellona; Hugh Patton, to the Astrea; George Pratt (1), to the Anacreon; W. B. Gloster, to the Ferret; Samuel Burgess, to the Vixen; William

Atkins, to the Namur; John W. Oldmixon, to the Leviathan; Thomas Moffatt, to the Bulwark; Thomas W. Charlton (1), to the Griper; Alexander Miller, to the Vesuvius; T. L. Robins, to command the Suffolk prison ship; J. Burrell, to be flag-lieutenant to Rear-admiral Foote; J. Henderson, to the Cydnus; W. Parr, to the Niemen; Robert Andoe, to the Leviathan; T. Bird, to the Hope; C. Biddulph, to be a commander, and to the Hesper; J. Bulford, to the Astrea; J. Crane, to the Brisk; James Spinks, to the Volontaire; William Lugg, to the Queen; Richard Crosbie, to the Dictator; W. P. Croke, to the Elizabeth; G. M. Monke, to the Andromeda; Henry Pryce, to the Centaur; John Hancock, to the Zephyr; James Sanders, to the Tagus; J. Simmonds, midshipman, to be a lieutenant of the Orpheus.

Mr. John M. Hutchison, brother to the surgeon of Deal hospital, is promoted to the rank of lieutenant, and appointed to the Racoon, on the Brazil station.

A List of Midshipmen who passed for Lieutenants on the 1st September, 1813.

Sheerness.—William Parsons, to the Snake; W. F. Sayer, to the Impregnable; W. F. Parker, to the Cressy; James Cameron, to the Namur.

Portsmouth, on the 3d.—Mr. H. D. Cormick, to the Benbow; H. S. Head, to the Tisiphone; J. W. Phillips, to the Leviathan; George Atkinson, Rivoli; J. P. Phillips, to the Niemen; L. J. Atkins, to ditto; James Simpson, to ditto.

Plymouth, on the 1st.—J. J. Lingard, to the Abercrombie; J. P. Wells, to the Dublin; Benjamin Hyde, to the Dauntless; Thomas Eve, to the Sparrow, James Tuson, to the Sultan.

Masters appointed.

William Hayward, to the Wolverene; Thomas Alltoft, to the Creole; J. Lappenberg, to the Æolus; Charles Worth, to the Snake; John Spurling, to the Bulwark; P. Inskip, to the Unicorn; J. Milne, to the Tagus; R. Scott, to the Volontaire; John Paucher, to the Pactolus; J. J. White, to the Latona; John Willis, to the Astrea; Thomas Weatherill, to the Cyane; Thomas Jay, to the Warspite; William Rogers, to the Vesuvius; John Jordan, to the Avon.

Surgeons.

Charles Hovell, to the Pincher; Henry Day, to the Cordelia; Abraham Warner, to the Plover; William Ratty, to the Æolus; W. C. Brown, to the Arve Princen; James Milligan, to the Bellona; H. Burrell, to the Albion; A. Stewart, to the Avon; J. Dickson, to the Tagus; H. Ellis, to the Fawn; Isaac Noott, to the Myrmidon; Peter Kelly, to the Puissant; Robert Bateman, to the Britomart; F. R. Clause, to the Shark; Thomas Cartright, to the Pactolus.

Assistant-Surgeons.

Joseph Breadon, to the Centaur; C. D. Keane, to the Sir Francis Drake; William Pringle, to the Sharpshooter; James Allen, to the Salvador del Mundo; W. Pringle, to the Thames; John Pragnell, to the Argonaut H.S.; William M'Auley, to the Creole; James Smyth, to the Impregnable; James Keith, to the Pembroke; Alexander Gilfellan, to the Namur; G. A. Irwin, to the Æolus; C. Sherratt, to the Telegraph; James Bonnor, to the Quebec; Thomas Foster, to the Viper; James

O'Reilly, to the Ferret; James Still, to the Halifax hospital; J. L. Patterson, to Jamaica hospital; B. Dickson, to the Bedford.

BIRTH.

On the 17th September, at her father's house at Chawton, the lady of Captain Clement, R.N. of a son.

MARRIAGES.

On the 9th September, George Argles, Esq. captain R.N. to Miss Jane Atkinson, of London.

On the 4th September, in the island of Jersey, John Tuttiet, Esq. surgeon R.N. to Anne, youngest daughter of the late Thomas Rayner, Esq. of Newport, in the Isle of Wight.

At Bath, M. M. Kelly, Esq. son of the late Vice-admiral Kelly, to Miss Ann Lindsay Lawson, of Cherton House, Northumberland.

DEATHS.

Lately, Mr. J. W. Wardell, midshipman of H.M.S. Medway.

At Eastwell Park, Kent, E. Finch Hatton, Esq. lieutenant R.N. second son of G. Finch Hatton, Esq.

Lately, on his passage from Barbadoes, Captain S. E. Watt, of H.M.S. Surinam.

On the 5th September, W. W. Moncrieff, LLD. H.M.'s advocate for the Admiralty in the island of Malta, eldest son of Sir Henry Moncrieff, Bart.

At Ramsgate, the wife of E. Hawkes, Esq. ship-builder, of Rotherhithe.

At Portsea, aged 75, Mr. James Tait, master of H.M.S. Assistance. He was the third master on the navy list, and commanded the centre boat at the landing of the British troops at the Havannah.

On the 28th August, at his house in Cannon-street-road, St. George's-in-the-East, aged 50 years, Edward Robson, Esq. ship-owner.

On the 14th September, at Marlborough, on his way to Bath, W. Parry, Esq. many years a supercargo in the service of the Hon. East India Company at Canton.

At Martinico, Captain J. Payne, of Cornwallis-street, Liverpool. He was in the act of bringing his writing-desk from the cabin when his ship went down; and, strange to tell, it was the only article saved from the wreck.

At St. John's, Newfoundland, Edward Jones, Esq. purser of H.M.S. Bellerophon.

On the 30th July, at Mahon, Captain De Crispigny, of H.M.S. Gorgon.

On the 23d September, after a short illness, Mrs. Taylor, wife of Captain Taylor, of the George transport, of Whitby.

On the 24th September, at Purbrook, the infant son of Captain Mends, R.N.

On the 21st September, Lieutenant John Marston, of the Royal Naval Hospital at Haslar.

Lately, at Barbadoes, Lieutenant Hart, H.M.S. Venus, son of the late Admiral Hart, aged 25 years.—While receiving on board a new bowsprit, the heel of it struck his head, and so severely fractured the skull, as to occasion his death in about a quarter of an hour.

On the 14th instant, Mr. Williams, formerly master of the Lord Hobart packet.

On the 20th September, at Pennington House, near Lymington, Robert Man, Esq. admiral of the red squadron of H.M.'s fleet.

ADDITIONAL BIOGRAPHICAL MEMOIR
OF
ADMIRAL SIR ERASMUS GOWER,

GIVEN IN THE FOURTH VOLUME OF THE NAVAL CHRONICLE, PAGE 257:

With his own interesting Account, in a Letter to a Friend, of his Shipwreck in H. M. Sloop Swift, in Port Desire, on the Coast of Patagonia; a few Copies of which only were printed, for the information of the Admiral's Friends.

> "Only a sweet and vertuous Soul,
> Like seasoned timber never gives,
> But when the whole World turns to Coal,
> Then chiefly lives."
>
> HERBERT, *quoted by Isaac Walton.*

WE are happy in being enabled, by the assistance of an eminent naval officer, to gratify our numerous readers with a farther account of the perils, and severe fatigue, which the experienced and unsubdued mind of Sir Erasmus Gower has undergone. We trust it may be of some service to those impatient and youthful spirits, who, on feeling the spartan discipline and hardihood and disappointments which attend a naval life, frequently become disgusted with the service; and unmindful of the loss of some of the best years of their life, and the wishes of their parents, desert the profession they had embraced,* resolving to begin the world anew. Let those, who waver in this respect, peruse the following Addenda to the interesting Life of Admiral Sir Erasmus Gower.

It appears by the parish register kept in the church of Killgerran, South Wales, near which Sir Erasmus Gower was born, that he was the son of Abel Gower, Esq. of Glandoven, and Lettice his wife, born and baptised by the rector, Rees Evans, on the 3d of December, 1742.

The first ship in which he commenced his naval career (and which, before, we could not ascertain), was the Brilliant, of 16 guns. She was a merchant ship hired into the king's service.

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* The number increases daily. We are sorry to observe amongst these seceders, a son of the late Lord Hugh Seymour, and a nephew of the Right Hon. Charles James Fox.

He then served on board the Nightingale, of 24 guns; the Aldborough, of the same force; and the Enterprize, of 44 guns. These four ships were respectively commanded by Mr. Gower's uncle, Captain Donkley, of whom a short notice has been already inserted.*

He then embarked on board the Coventry, of 28 guns, commanded successively by Captains Scroope and Burslem; and was afterwards received on board the Superb, 74 guns, Captain Rowley; the Terpsichore, a small French frigate, of 26 guns, and the Guadaloupe, of 28 guns; both of these last ships were commanded by Captain Ruthven.† Sir Erasmus has since been often heard to say, that his rating in these ships was never more than captain's servant, according to the mode which then prevailed. Mr. Gower then served on board the Dolphin, of 24 guns, Captain Mouat; in which ship he was rated able seaman, and afterwards midshipman.

(1764.) In the Dolphin, Mr. Gower went round the world under the command of Commodore Byron. This service was considered so severe, that government allowed the officers and men double pay, and additional clothing to defend them from the cold, whilst passing along the coast of Patagonia and the straits of Magellan: and this circumstance deserves to be particularly noticed; as there is no instance, on record, of any such reward having been given before, or since, on any occasion whatever.

(1766.) The Swallow, of 16 guns, Captain Carteret, was the next ship in which Mr. Gower served; he was then advanced to the rank of lieutenant. This ship, as we have already observed in our former memoir, was immediately appointed to remeasure nearly the same course, which Mr. Gower had just concluded under Commodore Byron. She was sent on a Voyage of Discovery, and ordered to circumnavigate the Globe: yet the Swallow was an old ship, having remained in ordinary in the River Medway, for nearly 20 years. Some considerable time previous to her being put in commission, she had been slightly sheathed, to preserve her bottom from the worms; but being nearly 30 years old, she was totally unfit for foreign service. Yet she accompanied the Dolphin, Captain Wallis, which had been sheathed with copper, and had received every necessary repair and alteration that her former voyage had pointed out as wanting.—These are curious facts, and we chronicle them as such, for the future naval historian. Captain Carteret strongly represented the age and defects of the Swallow for such a voyage; but the only reply he obtained was, "*That the equipment of the sloop was fully equal to the service she had to perform.*"—She accordingly sailed with the Dolphin, and they arrived at the Island of Madeira together.

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* N. C. Vol. IV, p. 257.

† Nephew, we believe, to the Earl of Bute.

The day after the Swallow had left that island, Captain Carteret was, for the first time, informed of her real destination, viz. *that she was to accompany the Dolphin round the World.* On this communication being made to the officers and men, their astonishment, as might be expected, was great. It excited a general anxiety, and an evident depression of spirits throughout the ship. Much time was afterwards lost in getting to Magellan's Straits, owing to the bad sailing of the Swallow; whose defects daily became more evident, whilst struggling to get through that dangerous navigation. Under these wretched circumstances, frequent representations were made to Captain Wallis, requesting him to send the ship home: but his uniform reply was—*He could make no alteration in the destination the Lords of the Admiralty had directed.*

Captain Carteret, and Lieutenant Gower, then offered to embark with Captain Wallis as volunteers; if he thought the knowledge which they had acquired in the preceding voyage could be rendered serviceable. This also was refused; and on reaching the western entrance of the Straits, Captain Wallis left the Swallow, without giving Captain Carteret the most distant hint of what route he was ordered to pursue—or of any place he might probably stop at; although the ships had been nearly four months together in the Straits.

(1770.) Lieutenant Gower, on his return, was appointed to the Swift sloop, of 16 guns, Captain Farmer, in which ship he was destined to experience fresh perils and hardships. The following is the interesting Narrative, which was drawn up by Sir Erasmus, and afterwards printed by him in 1803, for the perusal of his friends.

An Account of the Loss of H. M.'s Sloop SWIFT, *in Port Desire, on the Coast of Patagonia, on the 13th of March,* 1770, *and of other Events which succeeded, in a Letter to a Friend.**

DEAR SIR,

Having frequently mentioned to you some of the circumstances attending the loss of the sloop Swift, on the coast of Patagonia, you wished me to give a more particular account of that event, and of others which succeeded. This I shall do, in compliance with your request. The friendship with which you honour me, will cause the Narrative to be interesting to you; and if, after such a lapse of years, you think it will be so to the public, though in a less degree, I shall, on your authority, send it to the press; without any attempt to influence your feelings, except as they may be affected, from the nature of the case: I shall make known to you the various occurrences, taken from my journal, and delivered in the plain, unadorned language of truth.

His Majesty's sloops, Swift and Favorite, were stationed at Falkland Islands. At that time a great part of the sea coast, the many harbours amongst those islands, and the long range of Patagonia, were yet unexplored. It was, therefore, determined, that the Swift should be employed, before the winter set in, to prosecute such discoveries as the season would admit of. Captain Farmer, the senior commanding the Swift, sailed on the 11th March, 1770, on the above service; and had scarcely reached the sea in the evening, before a hard gale of wind sprung up from the southward, which lasted till the thirteenth; when we saw the coast of Patagonia, and found that we were between the ports of St. Julian and Desire. With the latter, the master and myself were partially acquainted, having touched there with Commodore Byron, in the year 1764.

(1770). Though the gale had abated, yet our people, being very much fatigued, and their bedding and wearing apparel quite wet, it was determined that the ship should remain in Port Desire for a few days, as a place of rest and refreshment. We, therefore, made sail for it about 10 o'clock in the forenoon. We had the entrance of the harbour open; the wind blew gently out of it, the tide was setting in at the rate of 5 or 6 miles an hour, and had risen so much that all the dangers on each side of the channel were hidden; the wind too was against us. While we were deliberating what was best to be done, the ship grounded on a rock, which was totally unknown to us. Its situation is nearest the north shore—a small spot, with twelve and fourteen fathoms, or seventy-two and eighty-four feet all round it. Different bearings were taken to ascertain it in future, but these were afterwards lost. Our boats were immediately got out; and a proper distance fixed on, for placing the small anchors to heave the ship off; but they did not contribute to our relief, until it was very near high water, for the flood tide pressed her on the rocks. The intermediate time was employed in starting the fresh water, and pumping it out, to lighten the ship; which, after having remained near two hours in the position described, was liberated without any apparent injury: and about this time the wind had changed, blowing very gently into the harbour. That moment's deliberation had determined us on remaining where we were, till the change of the tide, and then to move out further, securing the ship with one of her large anchors: in consequence, I was ordered to take a boat and weigh one of the small anchors, leaving her riding by the other. At this juncture of time, as if a fatality attends later counsels, she was got under way and steered for the harbour. This alarmed me; for to enter it at the top of high water I knew was improper, where so many perils existed, all of which were concealed. At that stage of the tide, however, the ship got in considerably before me, and was hidden for some time by a point of land. Having arrived at the point of land, judge what my feelings must have been, to see her again on shore; for at this period the tide was ebbing fast. Soon after, I got on board, and learnt, that the bower anchor had been dropped in ten fathoms water; but that in shooting the ship, under sail, across the tide out of the strength of the stream, her bow had grounded on a flat rock, which had then only two fathom, or twelve feet water on it. The wind had forced her considerably on; and, as the tide was leaving her very fast, it was soon discovered, that she could not be removed before the next high water. Her stern lay in eight fathoms, or forty-eight feet, and it was nearly the same depth as far as the edge of the rock. Our first care was to secure her from oversetting, by means of our spare topmasts; but from the depth of water this could not be effectually done—they could only be placed on the flat rock, about the ships bows: of course they did not afford the support that could have been wished.

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* Printed by W. Winchester and Son, 61, Strand.

Our next work was to convey all the weight from the after part of the ship to the shore. And this we managed very expeditiously; for we had four boats; the water was perfectly smooth, and we scarcely forty yards from the land, where there was likewise a good beach. Lest the strength on board should be too much diminished, none were sent from the ship but a part of the crew who were unwell, and the boys: there were two reasons even for landing of them—the first, that if an accident happened to the ship, those would be safe, who in the moment of distress were least able to provide for themselves. The other, that they would be useful to us all, by receiving the various articles from the boats, and carrying them above high water mark.

Our bread and powder, being in the extreme after part, became the first objects of attention; small arms, and other articles of weight, followed. During these employments the tide was leaving us very fast. The ship became by degrees more and more erect. The water which found its way all settled abaft, where no pumps could be introduced, and only buckets were employed. This being a tedious process, engaged many of our people; and though every precaution and exertion were used, we had the mortification to observe that the water rather gained upon us. About five in the evening, the rock on which the ship had grounded, was three or four feet above the surface. She lay considerably on one side, and settled very much by the stern; yet were we not without hopes, for the tide had nearly fallen by the shore; and, that she might be kept as quiet as possible during this anxious and important moment, every act of labour except baling was suspended.

(1770.) The ship's company had been without victuals all day, and were greatly fatigued: yet they worked chearfully to the last, which was a little after six, when the fatal period arrived, though the tide was beginning to raise her: her first movement was by settling—the shores then gave way, and she went down stern foremost in deep water; all of which happened in the space of a minute. Fortunately, our boats were alongside, which received about forty of the men; the rest jumped from the bowsprit on the rock, from whence they were afterwards brought to the land. As soon as we were assembled, a muster took place, which produced a melancholy discovery, that our cook and two marines were drowned; the remaining number amounted to eighty-eight. This accident occurred about the latitude 47° 47′ south, 66° 10′ west longitude, on the continent of Patagonia, whose barrenness for several degrees north and south of Port Desire, is scarcely to be paralleled. At this time, likewise, it was within a few days of the sun's crossing the equinox, and the winter season commencing.

During the first night, many of our people were employed in the boats near the ship, to secure any thing which might escape from it. Those not so engaged, were endeavouring to keep themselves warm, by making small-fires in the cavities of the rocks, with sea-weed and other materials equally unsubstantial, found above high water mark.

Having thus described our situation at that time, it is needless to add, that we were very uncomfortable: and I shall only observe, that by far the greater number of us were without either stockings, jacket, or hat. My own dress, from which you may judge of those who were my inferiors, consisted of a shirt, a waistcoat without sleeves, a pair of canvas trowsers, and an old pair of shoes; having neither hat, breeches, nor stockings. So hard did we labour before the ship sunk, as to have no occasion for clothes; and, when she was oversetting, there was no time to look for them: indeed, a precaution had taken place, which prevented even a hope of future relief in this respect; for at a very early period of the disaster, chests, &c. were thrown into the hold, to hinder the boats and people being improperly employed. Moreover, the water had no motion, except from the tides, each of which deposited sand and mud; so that every thing remaining in the ship soon became immoveable.

(1770.) Early on Thursday morning, the 14th of March, we with one accord assembled, and silently gazed at each other's gloomy countenances, and at the desolate prospect we had all around us. In addition to our unfortunate situation, we had left Falkland Islands without acquainting Captain Maltby, of the Favorite, where we intended attempting our discoveries, or how long we expected to be absent; so that no assistance was to be expected from that quarter. On this day the wind was westerly, blowing strong. We had served the officers and men a biscuit each, four of them being equal to a pound of bread. We then divided in search of water. About noon, some of the people returned, having found two wells, or pools, of brackish, dirty, black water. This at first was very disgusting; but necessity soon rendered it palatable, and its bad qualities were forgotten. These two pools were near the sea-shore, and about one mile on each side of the spot where we purposed to fix our abode. In the evening we again assembled, and began to form some regulations for our future conduct; likewise to examine what we had saved. The keeping a strict watch over the wreck night and day, in hopes of something being detached from it, was a rule, that, however constantly we were disappointed, was never neglected. Another was, to select a man from each class, to pay attention to our bread: in this we were equally unfortunate, for frequent pilferings were committed; and we very early discovered that we had not only to guard against thieves among ourselves, but that we were subject to the resolute and pertinacious depredations of mice, who not only foiled us in all attempts to entrap them, but caused great destruction. The provisions saved, consisted, besides bread, of one small cask of beef, one of oatmeal, one of cheese, and a small bag of pease. The stores were muskets, musket balls, powder, flints, and a few spars which happened to be loose on the deck.

Friday, the 15th of March, the wind being S.W. and fine clear weather, we sent three boats along the shore to examine whether any thing that had escaped from the wreck might have lodged there; and also to try whether muscles, or other eatables of the shell-fish kind, could be procured. Providentially two chests were discovered floating on the river; one proved to have belonged to the surgeon, the other to one of the midshipmen, in which was found an old Davis's quadrant (Mr. Thompson's.) It also contained wearing apparel, which was liberally and equally distributed among the officers who were most in want. It fell to my share to receive a half-worn shooting jacket, which was extremely serviceable. At low water, some of our people dived into the wreck, for at that stage of the tide, half the top-masts became visible; and their endeavours were successful, Having cut loose the top-sail-yards, we erected the sails into tents. In the evening, our boats returned with a few muscles, which were equally distributed; as, indeed, was every kind of food that could be collected. The night proved mild, and we were more resigned to our situation.

The next morning, bread was served as before; and to every four men was allowed a musket, a small quantity of powder, and some balls to cut into slugs. The beach afforded pebbles, of a size to be used as small shot. Our minds being now tolerably easy, the situation we were in, and the means of our removal from it, were taken into consideration. The result was, that we should make an attempt of sending our six-oared cutter to Falkland Islands, to acquaint Captain Maltby with the circumstance which had happened. The success of this attempt seemed to afford the only probable chance we had of being relieved. The danger, however, of the undertaking, did not suffer us to entertain any very sanguine hopes; but it was necessary that a trial should be made. The distance to Port Egmont was about 105 leagues, or 315 miles, independent of any connexion of seeing land; indeed, exposed to the sea from the eastward upwards of twelve thousand miles. It is true, we had saved an old Davis's quadrant; but seafaring people well know how little that instrument could be depended upon, even in a ship and a smooth sea; then what was to be expected from the accuracy of the observation taken in a boat. A compass was likewise saved; but the motion of a boat even in a river is so quick, that there is little reliance upon this most useful guide; then what was to be expected from it in a turbulent ocean, such as has already been described? It therefore was not very probable, that the officer in the boat could be very correct in making the land; and it is rather to be wondered, considering every circumstance, that he made it at all. These obstacles, together with the season of the year, and boisterous climate, being considered, it will appear that our thoughts of removal from this disastrous spot must have been exceedingly dubious; and long before it happened, from the time which had elapsed, all hope had often been relinquished; and yet a variety of projects were suggested, none of which, it was to be feared, would have been attended with success.

(1770.) The cutter, in length twenty-five feet, and seven feet broad, was now hauled up on the beach, and the carpenters began with raising her side or gunwale five or six inches. This was to be effected by taking the bottom boards out of the other boats; and the nails from one, served to secure the other. This, a carpenter, or even a seaman, would easily conceive to have been very indifferent work, for we had neither saved tools nor materials. Over all was fixed a canvas deck; leaving a little open space abaft for the people to go under it, which likewise the man might stand in, who was employed in steering: and, as a further precaution against the sea getting under the canvas deck, the steersman had a kind of covering which drew close round his waist. This seemed as if it would have answered extremely well, while the boat was on the beach; but all was destroyed the first night of her being at sea. While this was going on, various parties were engaged in search of provisions for the boat's crew; and on that day we were tolerably fortunate, having shot a hawk, a few sea gulls and sheldrakes. The latter are birds as large as ducks, and when on the wing very much alike. They procured also three middle sized seals.

On the evening of Saturday, the 16th of March, the weather being moderate, and the wind westerly, the boat was put in the water, fitted with three sails, and stored with every thing we had to spare, commanded by the master (late Captain William White), with six seamen chosen from a number of volunteers. The next morning, at nine, the wind and weather being still favourable, they took their leave of us; both parties giving three cheers. But the spirits of all were so depressed, that the cheers were very faint and languid; and at this melancholy separation tears flowed abundantly. That evening, one of the drowned men was observed on the beach—he was buried with all the decency our situation admitted, and every one attended his funeral. The solemnity of it could indeed only be equalled by people, who expected that in a very short time it would be their own fate. About ten at night, succeeding the day on which the boat left us, the wind suddenly changed from N.W. to S.W. blowing in very strong gusts, attended with lightning, and a great deal of thunder and rain. This weather continued for four hours. Every body was low spirited, and exceedingly anxious for the fate of their comrades in the boat. The gale was likewise very ruinous to us on shore, as by its violence all our ill-erected tents were destroyed.

(1770.) Sunday, March 17th, the weather was squally, with a great sea in the offing. Prayers were read and offered up devoutly for our brave companions: but we almost despaired of their safety; for the last night's gale, and the visible effects of it at sea, were very awful. We had little to eat on this day excepting our bread; but nothing more was wanted, and it seemed as if the appetite sympathised with the despondency of our spirits. Monday, the 18th of March, we had fresh gales and clear weather; the wind had returned to the N. W. but it caused a confused sea. Soon after daylight, an alarm was given from one of the men on an adjacent hill, that there was a sail in the offing. I immediately embarked in one of the small four-oared boats; scarcely waiting to know where she was, or taking any other precaution. Having sailed about twelve miles in the direction which had been pointed out to some of the people, without discovering the vessel, I concluded she might be concealed by Penguin Island, which is about sixteen miles from Port Desire. I landed on this rocky spot, from whence I could see at least eighteen miles round me, and had the mortification to find that the alarm had been a false one, and must have been caused either by two seas meeting in contact, or the waves breaking against Penguin Island. Our present situation, however, could not admit of a moment's delay, for we only got access to the place by watching a favourable smooth sea to jump on the rock: the wind likewise blew directly from Port Desire; and we had no alternative but to gain the shore as the wind would permit, the boat lying with a full sail. In the evening we reached the land, about eight miles to the southward and leeward of our port. From thence there was no chance of getting home by water, till the weather became more moderate. The boat, therefore, being hauled up and secured, we used our utmost efforts to gain the spot opposite to our settlement, so as to be seen before it was dark: for, as I observed before, we had set off without a thought of any thing, but the speedy pursuit of the relief which had seemed to offer itself; we had not taken even our small pittance of bread. By the time we had arrived at the place intended, it was nearly dark; too dark, indeed, for us to be seen, and the distance across was too great to admit of our being heard: we therefore wandered about all night, which was a very cold and blowing one. In the evening, during our walk, we saw several guanacoes, a species of deer, but larger; hares, and ostriches—but they were extremely shy, and moved off when at a considerable distance from us.

Tuesday, March 19th, fresh gales and clear weather; the wind at N.W. Soon after daylight, a boat came to fetch us, and we regained our old habitation, where we were regaled with our biscuit, and a sup of dirty water; which, however scanty or disagreeable, we stood greatly in need of. A petty officer, and four men, were sent to wait an opportunity of bringing the boat to the settlement. The other boats and people went in search of provisions, which was the constant employment every day; varying their pursuits and places as circumstances pointed out. There was no danger of straggling; for the bread was served daily. In none of our excursions was any water met with, except the pools already mentioned, and one on the south side of the river, in the direction of south about the distance of five miles, equally unpleasant as the water near our settlement. This happening to be a bright day, some of our people dived into the wreck, and disentangled some of the small sails that were upon deck. These became very serviceable, as they assisted in clothing those who were nearly naked. This fine day produced us likewise a tolerable meal of muscles, a few birds, and a seal: but we had the mortification to discover, even at that early period, that the birds became very shy, for we were but bad shots, and made much noise with little profit. As for the muscles, they could only be procured when the water was at its lowest ebb, and quite smooth; therefore, it was easy to see, that our dependence on them would become daily more precarious.

(1770.) Wednesday, March 20th. The wind northerly, blowing fresh; but in the evening it became southerly, with showers of rain. The change of wind brought our boat home, and the rain filled several little hollows on the top of the rocks, of which, though we seldom felt thirst, we drank greedily. Our people in crossing the country for the boat, saw the same animals that I have already mentioned, and a few foxes. They likewise, in the valleys near the sea, found a quantity of salt, and brought some with them.

Thursday, March 21st, fresh gales from the N. W. with cloudy weather. We had scarcely any thing to eat this day but our bread.

Friday, March 22d, fine clear weather, the wind E.N.E. Served the people a handful of oatmeal, which they eat unboiled; for we had no utensils whatever. The birds and seals were generally dressed on stones, which were always kept hot in our little fires. The muscles were eaten without preparation, except their being just put before the fire to open their shells. Several of our people complained now of pains in their backs and sides; the consequence, probably, of bad lodgings; but however medicines might have been wanted, none could be obtained; for the chest was left in the ship, with the other valuables. The captain, and Mr. Thompson, the surgeon, taking the advantage of the easterly wind, went up the harbour, or rather the river. We procured a few muscles and a seal.

Saturday, March 23d, wind westerly. We were employed the greatest part of the day in removing our bread to another cave; for the mice had made such a lodgment, that they had destroyed and wasted much of it. This day we could procure nothing else to eat: yet we all seemed to bear our deprivations tolerably well; at least there was no murmuring; neither, indeed, had there appeared, at any one time, the smallest degree of discontent. Happily for us we had preserved no liquors.

Sunday, March 24th; the wind and weather as yesterday. One of our wells became dry, which caused much uneasiness, especially as the other likewise was considerably reduced. The captain and surgeon returned; they said, they had been between forty and fifty leagues up the river, which to appearance was navigable still further, but the tides were very rapid. The whole of the country was as barren as the spot we inhabited. They saw a few birds, but were able to do little more than provide for themselves. This day our fare was very scanty; we therefore distributed a little of our salt beef. Divine service was performed, as was the case regularly every Sunday.

(1770.) Monday, March 25th, the wind westerly, but the weather changeable. Towards the evening, very strong gales. The people employed as usual. One man shot a hare. These animals here are much larger than ours; nearly the same colour, except a half black circle on the rump. They feed in the day, and when disengaged from eating, sit up like monkeys, which I think will account for the black circle; they are generally seen in pairs, the meat is much whiter than ours, and I think preferable in taste.

Tuesday, March 26th, strong gales, with much rain, which replenished our wells, and made us quite comfortable in that respect; but increased those painful complaints before mentioned. Served the people, in addition to their bread, with a handful of oatmeal and of pease, and we procured some other trifling assistance from our detached parties.

Wednesday, March 27th, fresh gales and clear; with the wind from N. E. Very cold from the frost in the night, and exceedingly unpleasant in our caves. We got a tolerable supply of seals, a species of provision which would have been rejected with loathing, by people in any other situation; but our stomachs received it without disgust. A pole-cat was shot, which stunk abominably; he was very handsomely spotted, black and white with a long bushy tail. These animals burrow in the earth like rabbits. In addition to our misfortunes, rats were discovered, and the mice visibly multiplied: both of them were become alarming neighbours and inmates, not only from their own depredations; for when to avoid them for a short time, we shifted our bread from place to place, it was not possible to guard against a certain degree of waste and pilfering.

Thursday, March 28th. Hard gales, and cloudy hazy weather; the wind from the N.W. Nothing to eat but bread, so served a little beef in addition. One of our people, a native of Portugal, requested leave that he might endeavour to get by land to Buenos Ayres, a place at least 550 miles distant; but as there was several rivers to pass, this could not be determined on exactly. The river Camerons is supposed to be sixty miles broad at the entrance, and as it has never been penetrated from the sea, nor any account received of its course from travellers, there was no judging how far inland he must have gone before he could have crossed. Beside the obstacles from the rivers, the country was totally unknown; he must also have gone barefooted, and almost naked, without any reasonable prospect of obtaining victuals or drink: it is, therefore, scarcely necessary to say, that his offer was declined. It was, indeed, as yet, entirely undetermined what course the whole of us was to take. Something, however, was to be decided upon very soon; for winter gave evident signs of its coming on with severity, and we were seriously apprehensive for the fate of the cutter.

Friday, March 29th. Variable, disagreeable weather, blowing hard from the southward, with much rain; and indeed so bad that the people chose to stay at home, having their biscuit only, rather than take their chance of procuring an addition to it, by going out. We were now, from the necessity of lying together for the benefit of warmth, become covered with vermin.

Saturday, March 30th. Hard gales, the wind at N.W. It froze hard in the night, and was very cold. The number of complainants increased, but none of them were absolutely confined. To disease was super-added great depression of spirits; neither of them to be wondered at, particularly the latter, as our situation was growing more and more serious every day. The people who were well, were employed in drying and weighing our bread. Served the remainder of our beef and oatmeal. One of our men shot two foxes, which we thought very good eating; they are much smaller than ours. The carpenters were busy in repairing one of the four-oared cutters, whose length was 14 feet, and 4 broad; as it was at this time in contemplation, that I should attempt going to Buenos Ayres, to procure a vessel to fetch the people off. The passage for the boat would have been along the coast, except in crossing the river Camerons, whose breadth I have already described. The most sanguine amongst us had given up all hopes from the cutter.

Sunday, March 31st, strong gales, and cloudy weather, attended with snow, thunder and lightning. Our people could not stir out; of course they had nothing to eat but their bread. They were, indeed, much distressed, both from want of nourishment, and want of clothes.

(1770.) Monday, April 1st. The weather for nearly the whole day was dark and gloomy, with sleet, the wind S.W. We got nothing but our bread, which was increased to two biscuits, or about half a pound.

Tuesday, April 2d, the weather was moderate, the wind easterly. We procured a few seals and muscles.

Wednesday, April 3d. The weather very unsettled, attended with hard squalls of wind and rain. Served the people with half a pound of cheese each. None of them could go out; for at this time they were almost naked, and in a state that was truly pitiable. To see them lying one on the other, to preserve such a degree of warmth as was necessary for life, was a spectacle which, however disgusting, seldom failed to bring tears into the eyes of every observer. We were now quite at a loss, and undetermined what to do. A great deal more than a reasonable time had been allowed for the Favorite sloop to have arrived, if the cutter had reached the islands; and the thoughts of her being lost, prevented our attempting to send the four-oared boat to Buenos Ayres. The journey by land was talked of; but the cries of those who could not travel, who were by far the greater number, were so distressing, that we absolutely could think of no scheme, nor form any resolution whatever.

Thursday, April 4th. A fresh N.W. wind, and clear weather. The captain, officers, and about twenty men, armed with muskets, and provided with balls, crossed the river, in hopes of killing some guanacoes, hares, foxes, or ostriches, and according to the success they met with, our future movements might be regulated. But from our being very bad shotsmen, and from bad management, we only killed five hares. They weighed, I think, about 25 pounds each; and afforded the next day an uncommonly good meal for us all. The only good one, indeed, which we had during the whole of our residence in Patagonia. In this last excursion, many of us were exposed to great risk; for we spread so much ground to encircle a flock of guanacoes, that when they came to force their way out, every one fired, and some of us had miraculous escapes. All these animals, but particularly the guanacoes, were extremely shy, moving off at the least alarm, as if they had been frequently hunted. But this could only happen to them twice a-year, when the tribes of Patagonians cross the country for the sake of having constant food. Those people travel over a vast space of land, moving always with the Sun, to preserve a temperate climate. I have seen them at two different periods, in the height of summer, as far south as 52° 30′, and from different vestiges, we perceived they were not unacquainted with those parts. The shyness of the guanacoes, renders it almost impossible for people on foot to kill them. The Patagonians have much the advantage of us, all being well mounted, and much better marksmen with their slings, than we were with muskets. The guanacoes commonly feed in the valleys, and there is generally one of the males on each hill looking out; and no sooner do they observe any person advancing, than they make a noise which somewhat resembles the braying of an ass; and they then direct their course in the track which they wish to be followed by the rest of the flock.

(1770.) Friday, April 5th. Variable weather, with frequent hard squalls of wind, and showers of rain, the wind southerly. We were now of an opinion, that it was absolutely necessary to go in search of a more hospitable climate; and orders were issued to prepare, by getting shoes made from the skins of the animals which we had killed. The canvas that remained, we put together in the best form we could, as bags to carry our bread and ammunition. This evening we weighed the bread, and found we had as much as would serve us for the time we proposed staying here, and a greater quantity than we could carry with us; we therefore allowed a pound to each man. The thoughts of this expedition terrified many of our people; who intreated to be left behind, under the protection of Providence, rather than incur fatigues which would shortly finish their days. Doubtless their situation was deplorable, and to separate was scarcely less distressing to those who were able to walk. This staggered our resolutions; and it was finally determined, that I should go in the small cutter to Buenos Ayres: a plan which seemed to meet with general approbation. The allowance of bread was again reduced. Several volunteers offered for the boat, and four men were selected; as many, with myself, as she could carry. All our men deserved great commendation, for they had been equally pressing in their offers when the cutter was proposed for Falkland Islands. Indeed they had behaved in every trying and distressing circumstance, with the utmost patience, fortitude, and obedience. The boat was now again taken in hand, and chinced with oakum, the peoples' knives serving as tools to thrust it into the seam, or chink. The other boats were robbed of their nails to assist in the repairs. Other preparations were making, and the next day was fixed on for my departure.

Saturday, April 6th. The weather clear, and the wind from S. W. blowing strong. At eight in the morning, a ship was seen! which we soon discovered to be the Favorite. It is impossible to describe the joy we felt at this unexpected deliverance: doubtless we had great reason for exultation, and grateful thanks to the Almighty, for such an act of his goodness; for if this relief had not arrived, in all probability few or none of us would have escaped to relate the catastrophe. Such was the exhilarating power of this event, that many, who a short time since had not resolution enough to quit their caves, were now to be seen running in all directions with the greatest activity, and the wildest emotions of pleasure. About an hour after the ship had been discovered, I set off to meet her; but the weather was so bad, that it was six in the evening before we got on board. There we continued all night, and most of the next day, before we could bring the ship into the bay, so as to anchor her in a place of tolerable security, which was nearly four miles outside the entrance of the harbour. I then left her, and came on shore in the cutter, which had been sent with an account of our misfortune to Captain Maltby, bringing with me those people who had been our deliverers. At our landing, all were assembled to meet them, overcome with the sense of obligations they could not express. Embraces and all the sincerest marks of gratitude were used, to shew how much they were indebted to Mr. White, the master, and his six attendants, for the life which they had now so good a chance of enjoying. On inquiry, we found the cutter had been only seven days on her passage to Port Egmont. The first night, by their description, was a dreadful one, as I have noticed on the day of their departure. Their canvas deck went all to pieces; and the boat was often nearly filling with water: for though the wind was fair, they could not venture, as it was very high, to make that use of it which would have shortened the time. They were obliged, therefore, to keep the boat's bow as much to the sea as they could; by that situation, meeting the least resistance, yet always driving towards the wished-for port. The next day the sea and wind abated, and they proceeded on their voyage, making use of their oars frequently and voluntarily, to expedite the service entrusted to them. The weather on the whole continued fine; and the land they first discovered, proved to be Cape Dolphin, distant from Port Desire 324 miles; from this place the boat had to come back 45 miles, which made the whole distance sailed 369 miles. From the Cape an opening was perceived, which eventually brought them into Port Egmont. The weather soon afterwards proved very bad, and it was fourteen days before the ship could get to sea; which accounted for her not having arrived sooner. We were so tired of our settlement, and elated at being relieved, that scarcely a moment was lost in hastening our departure. I, therefore, was directed to take as many men as I could carry, in the cutter, and twelve half barrels of powder, and to set off for the Favorite. The prospect of reaching her was very flattering, but our disasters were not yet at an end. A sudden gale came on, and the boat had nearly filled. The powder was thrown overboard, but that was not sufficient; for we were obliged to reduce our sails, by which means we missed the ship, and with much difficulty reached the land on the north side, about seven miles from our habitation. The boat was immediately hauled up, and overset as a shelter for us, where we all lay that night, the snow falling incessantly.

(1770.) Sunday, April 7th. Strong gales, and squally, with constant snow. We were without victuals, and not all able to walk in such weather, I therefore set off to relate their situation and send relief; leaving those that could travel to come on at their leisure. I found it a very tiresome walk, the wind and snow being directly in my face. However, I proceeded, and sent assistance to those I knew must necessarily remain behind. The rest, being about fourteen, gained our settlement in the evening. The night was an exceeding bad one, with much thunder, lightning, and sleet. We were all extremely uneasy, and our spirits were more depressed, than they had been for some time; for we dreaded lest the violent storms might force the Favorite to sea.

Monday, April 8th, hard gales, and cloudy. At daylight a strong party was sent to attempt getting off the boat; but there was too much sea to accomplish it, so they came back in the evening.

Tuesday, April 9th. The weather still boisterous; but the wind had altered its direction a little, becoming rather more northerly. I set off at three in the morning, taking several people with me. On our arrival, we found the sea much abated. The boat was got off safely, and on board the Favorite before noon; where I left twenty men, and returned directly for Port Desire.

Wednesday, April 10th. Fresh gales, with smooth water. At daybreak, all the boats belonging to the sloop came on shore, and were employed in carrying off the people, and the few stores we had saved.

Thursday, April 11th, fine weather. We got every thing on board, and in the evening took our departure; having a fresh gale at N.W. and steered for Falkland Islands, which we saw the 15th of April. We had hail, sleet, and intervals of rain all the passage, and were accompanied by whales, seals, and a variety of birds. On the evening of the 16th, we anchored and secured the ship in Port Egmont. From the weather we had experienced in the fall of the year, there was every reason to expect a much severer winter than we had generally been accustomed to in England. And, indeed, I had passed two summers in the Straits of Magellan, where we had scarcely a dry day, and almost a constant storm from the westward. The summers having been so bad, gave us strong reasons to dread the winter; but it proved mild, as will appear hereafter. Yet as we had nothing to employ our thoughts on, except the safety of the ship, she was prepared agreeably to the ideas we had formed of the weather from our experience: she was, therefore, totally unrigged, and moored with a greater length of cable than common. This situation reduced us to a state of inactivity, which by no means accorded with those habits of being always at work: remaining in the ship was very tiresome to us, not only for want of room, but for want of exertion.

(1770.) The late Swift's company, therefore, were permitted to ramble about as they pleased. They formed themselves into small parties, and went from one island to another, amusing themselves in the best manner they could. The country abounded with long sedgy grass, which was easily converted into places of shelter. Our food consisted of geese, ducks, widgeons, teal, and a variety of other birds, which in general were so unconscious of danger, that we knocked them down with sticks. Foxes were the only native quadrupeds; they were found here when we first took possession of the island, in Mr. Byron's time, and at that period were so tame as to come into the water and meet the boats. This want of apprehension was considered as ferocity, and they were fired at. After which, they took better care of themselves, and became the same crafty animals they are known to be in England; and it required some skill to take them, which we found necessary; their skins forming useful caps and gloves for us. Our mode of catching them was probably new, and it shall therefore have a place here. A musket, charged with powder and small pebbles, was placed lengthways in their paths, and secured from being easily moved; it was then cocked, a string was fastened to the trigger, and led along the barrel a little beyond the muzzle, to which was tied a piece of flesh; and when the fox came and endeavoured to take away the bait, he shot himself. Pigs and rabbits were brought to Falkland Islands by ourselves, and multiplied exceedingly.

Many beautiful pebbles were found on the beach; some perfectly transparent, making handsome seals; but the lapidaries complained of their being harder than any thing of the kind they had ever met with. The mountains produced fine chrystals, which after being in the hands of our workmen, were to appearance little inferior to precious stones. The eager pursuit after these, turning up the earth in search of other valuables, selecting the pebbles, and providing a livelihood, occupied the greatest part of our time; for as there was no work to be done on board, we seldom went to the ship. The muscle shell in these islands is singularly beautiful; and when the outside is cleaned, nearly transparent, excepting a singular figure on the inside, not unlike a man's head. These three became articles of traffic; and many of our seamen, when returned to England, gained considerably by their curiosity.

The subsequent days of April continued moderate, the winds variable; the climate was chiefly governed by the winds. The N.N.W. and N.E. with few exceptions, gentle, attended with fogs and small rain. In the other quarters, the reverse; particularly between the S.S.E. and W.S.W. when we had strong gales, and fine, clear, healthy weather. The southerly winds brought snow, but it was seldom very cold. In the beginning of May, the ship was rigged again, as it became necessary to find some employment for the people who lived on board, for all were not equally hunters after mines.

The climate was colder in this month of May than the last. The violence of the winds compelled us to strike yards and top-masts, three or four times; but the duration of the gales was short, seldom exceeding five hours. The winds were chiefly westerly, sometimes easterly; lasting about 24 hours, but never longer. The month of June was dark and cloudy, with frequent falls of snow. The winds variable, but chiefly between south and west; and on the whole the weather was moderate, both as to winds and cold. On the third of June, a Spanish frigate, of 32 guns, anchored here. The pretence was the want of water; but on the sixth, four others arrived, and the same excuse was made. However, when they had reconnoitred the works on shore, our visitors informed us their intentions were hostile with respect to the settlement and all the islands, which they demanded in the name of the King of Spain; as adjoining the river Plata, and likewise as the islands had been purchased from Monsieur Bougainville, who, being sent into these seas by the French government on a voyage of observation, had pronounced himself to have been the first discoverer of them.

(1770.) Between the 4th and 11th of June, preparations for defence were making; and we remonstrated on the impropriety of using hostilities against us in times of peace. They alleged, how wrong it would be in us to resist the orders they had received to dispossess us; particularly as they came with so superior a force, which had been sent on purpose to avoid the effusion of blood. It was true, we had nothing to oppose them, except the Favorite, of 16 guns. There was, indeed, a block-house, originally intended to receive seven six-pounders, but the port-holes were not cut: the frame had been built in England, and was sent out at a great expense, with no guns or ammunition; we therefore had used it as a store-house for our provisions: but on this occasion it was cleared, and four port-holes cut to receive four twelve-pounders, that had been left on shore by the late Admiral M'Bride, who at that time had commanded the Jason frigate. Opposed to us, were three frigates, of 32 guns each; one of 30, and another of 20. They were manned with 1,010 seamen, including marines, 526 soldiers, and about 30 artillerymen. They had 24 pieces of ordnance, from 24-pounders to fours,, several small field-pieces, and four mortars.

A great deal of conversation, verbal and epistolary, took place before the Spaniards landed. A mutual intelligence at length succeeded; and warping the ships close in, they set their troops and artillery on shore. Several shots were then fired from the frigates over the block-house, and a few from us over the ships. In the mean time the Spanish troops were advancing. Situated as we were, it was totally unnecessary for us to contend; the flag of truce therefore was displayed, and a capitulation ensued.

The principal articles were, that the Favorite should not depart for England, till the expiration of twenty days after one of their frigates had sailed. That an inventory of every thing we left should be taken, for which they would give receipts. That the stores and block-house might be paid for by the Spaniards, for they did not conceive the present transactions would produce a rupture between the two states. That they would not interfere with the King's ship or people; and that we were to remain in peaceable possession of our houses till we sailed: these preliminaries having been settled, the Spanish troops took possession, and we lived together on the most sociable terms.

The circumstance of the rudder being unshipped, as mentioned in the capitulation, was certainly executed; which would not have happened, if Captain Maltby would have given his word of honour, that he would not attempt to sail until the limited time had expired. But there has been more said on the subject of disgrace, than there was occasion for: for the rudder was in want of repair, and must have been sent on shore; and so soon as that was effected, which only took up three or four days, it was brought on board by a Spanish launch.

(1770.) On the 13th of July, it was intimated to us, that we might depart. Of course we lost no time, and sailed on the 14th.

Almost all the shoals about these islands are rocky ones, which, whatever be the time of tide, may be distinguished by the very long weeds that grow upon them, rendering the navigation, so far as they are concerned in it, very safe; because they point out a danger not visible by any other sign. I have seen these weeds in ninety feet water, and they are so strong and elastic, that by getting hold of three or four of them, they will ride a boat; or, in other words, retain her in the same situation against a hard gale of wind. The cluster of islands, called Falkland, are all extremely high, and may be seen in clear weather at the distance of 50 miles. The tops of them are an entire rock, the lower part very rich, and will readily bring forward whatever is sown. They contain exceedingly fine fresh-water ponds, or lagoons, abounding with a variety of wild fowl. There are likewise an astonishing number of rivulets, where water-cresses, wild cellary, and scurvy grass, are to be met with in great plenty; and the banks produce excellent peat, or turf for fires.

The harbours, as far as our knowledge extended, had but few fish, unless we might include under that denomination, sea-lions and seals; and it is probable, that the smaller sorts of different species become a prey to them. On our first landing, they were so numerous as scarcely to allow us room for walking. These animals seldom stay in the water, except when feeding; and on sunshiny days, will go up on the hill side to bask in the sun.

Besides these devourers of the small fish, there are two species of sea birds, albatross and penguins, which live entirely by fishing. They are both very large birds. The former, about the body, are not unlike a goose; their wings very extensive, expanding near nine feet, and weighing about sixteen pounds; the others, except in greatness of size, resemble a duck. When on shore, whether walking, or standing, they are always quite erect; presenting a fine white front, the feathers on the breast and belly being of that colour. They stand, likewise, close together in an exact line, and at first sight have very much the appearance of soldiers drawn up to be exercised. Among these, there are a few, from their superior bulk and fine plumage, called kings and queens. If my recollection does not fail, they were, when standing, little short of seven feet. They were such extraordinary birds, that we made several attempts to keep them alive, and likewise to preserve their skins, when stuffed; but we were not so fortunate as to succeed. There is another singularity attached to these two kinds of birds: for though so different in other respects, the same nests serve for both; nature having ordered, that one of the species should not want to deposit its eggs, till the young ones belonging to the other are old enough to provide for themselves. Their nests are little hollows on small mounds of earth, about a foot above the surface; and this earth the birds collect and lay in regular lines, the nests being equal distance from each other. Few streets are more regularly formed, for which reason we gave to these assemblages the name of towns. They contained from four to six thousand nests, placed on the rising ground near the sea. The first occupiers continued in the town, till necessity brought the others to lay their eggs; and it should seem that the latter are the strongest birds; for they come in a body and drive the first inhabitants away, forcing them to the brink of the precipice. Here the young ones, for the first time, use their wings, which convey them to the sea; and I believe from the day of their expulsion, they are obliged to cater for themselves. We scrupled not to take as many of their eggs as we wanted, preserving them in casks packed with sand, and a great treat they were to us in the winter. During the act of plundering these birds, they never left their nests, but quietly suffered the people to put their hands under them.

Having, I believe, mentioned every thing worthy of notice in these islands, I beg leave to observe, that I attended and assisted in the forms of taking possession, in the name of his Britannic Majesty, by order of the Hon. Commodore Byron, in January, 1765. This was my third voyage as far south as 52° 50′, in the course of six years; in two of them nearly five years were spent going round the globe.

(1770.) July the 15th; we took our departure, leaving the Spaniards erecting fortifications for their defence. We were now two ship's companies crowded into one; and having put as much provisions in the ship as she could possibly find room for, we were obliged to serve each man twenty days bread, which was to be his allowance till that time had elapsed. Both companies were at watch and watch, so that the same bed lodged two men; as one got out of it, the other went in. By this means we did tolerably well.

It will naturally be supposed, from the mode of living, lodging, and other circumstances already related, that many of the crews of the two ships must have died; but this was by no means the case; for of the Swift's ship's company only one died, who was a marine far advanced in age, and a seaman of ours, by an accidental wound, received from a Spanish soldier. When I mention this, it comprehends the whole of our voyage from England, till we returned. The remaining part of July produced a variety of winds and weather, but nothing remarkable. The month of August was nearly the same. We crossed the equinox on the 16th, in longitude 24° west.

(1770.) September 7th. We spoke with a Spanish register ship, of 28 guns, called the St. Domingo Diamento, which had been 78 days from Buenos Ayres, bound for Cadiz. At this time a conversation took place about the propriety of making reprisals. The two captains disagreed, and it produced high words. Much of the dispute was, who the blame should be attached to, if our ministers disapproved of the act of taking this ship; for when the Spaniards came and declared their intention with respect to Falkland Islands, Captain Farmer, considering himself as the governor, conceived he had the same authority over Captain Maltby, as if the Swift was in being. This the other resisted for some time, till a serious quarrel was likely to ensue. Latterly, Captain Maltby gave up the question, leaving the propriety of the measure to be decided on our return to England, by the Lords Commissioners of the Admiralty. When we met with the register ship, Captain Farmer was for taking of her; Captain Maltby was of a different opinion, but observed, "If you will give me orders to commit hostilities, I will obey them." This Captain Farmer refused, saying, that his authority had ceased with the loss of the island. So the Spaniard was allowed to proceed peaceably on his voyage. Three days afterwards, we discovered the Azores, and, on the 16th of September, anchored in Angria Bay, off the town of Fayal, where we stayed thirty hours, recruiting our water, which was our business there, the stock being nearly exhausted. On the 22d of September, we arrived at Spithead, after a passage of ten weeks.

Of the cast-aways belonging to the late Swift, I know of only four, including myself, that are living—Captain Lauchlan Hunter, who was then one of the mates, Mr. Frederic Thompson, the surgeon, who is in great repute and practice in his profession at Kensington; and Mr. John Murry, the purser, who lives near the Hot Wells, Bristol.

Nov. 1, 1803. E. GOWER.

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We shall, in the next place, avail ourselves of some valuable MS. observations, that were made by Sir Erasmus Gower respecting the Cape de Verd and other Islands which he has visited; as also his remarks from the knowledge which he has acquired by crossing the Equator in those Seas, ten times. These the kindness of a friend has obligingly procured for this additional memoir.

In former days, that is so far back as the year 1764, St. Jago, one of the Cape de Verd Islands, was renowned for being a place of resort for ships, bound to the southward, to anchor at, for the benefit of procuring a supply of water, of fresh meat, vegetables, and fruit of all kinds. At the above period, money was not coveted; for clothes, that were scarcely wearable, were in much higher estimation. The water was contained in two wells, and the farthest from the sea-shore was very good; but the distance for rolling the casks to the boat was considerable, and laborious. However, the slaves, for a very small compensation in wearing apparel, relieved our seamen from that fatigue.

These desirable objects, however, have long since been done away, and refreshments are now rarely to be purchased at even exorbitant prices. No assistance whatever can be obtained from the inhabitants; and our men are consequently exposed to great fatigue, during the intense heat of the sun. Hence a question naturally arises—"Why not work at night?"—But fatal experience has discovered, that the night air has been found much more pernicious than the heat of the sun.—The disrepute St. Jago is in at present, affords me an opportunity of relating, what the Portuguese told me of the Island of Brava: "That it produces safe anchorage, and good water."—Yet I have never heard of its being examined by us. In my opinion, it would be a desirable object to become acquainted with its resources, particularly as it might be explored, with little trouble, by one of our men of war stationed on the coast of Africa: and should it be found productive of what St. Jago has failed in, there would be the additional acquisition of its secrecy, for some time at least, during a war.

Having been induced to say so much of St. Jago, it will not be foreign to the present subject (as I shall have to mention what little I know of the Island of Tristan da Cunha), to speak first of the knowledge I have acquired of the equator, by having crossed it ten times in these seas. You are compelled to do it according to the winds, which the particular season of the year may produce: for instance—in the summer months, you may cross it in whatever longitude you please; but, being bound to the Cape of Good Hope,* or the Mozambique Channel, I would recommend its being done in 22 or 23 degrees. Should your destination be the coast of Brazil, or on towards Falkland Islands, it may be done without any impediment in point of time, as far west as 27 degrees. But, of all things, avoid going nearer the coast of Africa, than 20 degrees. For it would subject the navigator, at certain seasons, to calms, violent rains, thunder, lightning, and wind; which produce great delays, and frequently lay the foundation of disease. The above experience affords another advantage; that of falling in with an enemy; of whose movements towards the east, you may have had information. For three or four ships, well disposed, will command an extensive view of sea.

The impediments we had met with at St. Jago, made me determine on going to Rio Janeiro † to have them removed; which having been amply done, I made it my duty to visit the Islands of Tristan da Cunha. These are very little known, owing to their being a small distance to the southward and westward of the general track of ships bound to India. I had besides in view the exploring of several Islands, which we know nothing of, except that such exist. But my intentions were defeated, owing to the extreme bad weather. My ambition, however, was in some degree gratified, by having, on the 31st of December, 1792, fallen in with Tristan da Cunha,‡ Nightingale, and Inaccessible. We steered for the former, and very soon found anchorage and a fine cascade of water, which discharged itself on the beach. We anchored in 30 fathoms, about a mile from the shore; and had we done so in 20 fathoms, it would have enabled me to have said more respecting this island, than I can now do: for a very moderate flaw of wind drove us off the bank, in the course of the night, and by the time our anchor was up, we were too far from the land, to give up our time in recovering the spot we had left; which lies in the latitude of 37° 6′ south, and 11° 43′ west. The cascade of water bore S. b. E. The lieutenant, who was on shore, reported, that with the assistance of a horse, the casks might have been filled without removing them out of the boat.

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* See N. C. Vol. V. and XII.

† See N. C. Vol. XIX.

‡ Pinkerton, in his Geography, says,—"Proceeding towards the west, are several other desert islands, surrounded with the floating ice of the Antarctic Ocean, and chiefly discovered by Marion, in 1772. That of Tristan da Cunha is unknown to recent accounts" (Vol. 2, p. 764).—Perhaps these researches of Sir E. Gower, may induce some other experienced navigator, who may have visited these islands, to send us a further account.

The island was very high; it may be seen at least 20 leagues, and can be approached without any apprehension: for the wind can never blow against such mountainous land.—*The above spot is very deserving of further inquiry*, since it does not exceed 50 leagues from the general track of ships bound to China, or the coast of Coromandel, by the Outer Passage; and, in war time, it would prove an excellent rendezvous for ships that required no other refreshment than water. They might come extremely well from England to this island, without stopping and afterwards proceed to their journey's end.

The Island of Amsterdam was another curiosity, which I became anxious to know something about: I therefore made the best of my way for it, and saw it early in February, 1793. I anchored in 25 fathoms on the N.E. side, about one mile from the shore, latitude 38° 42′ S. longitude 77° 45′ E. the bason, or crater, bearing S.W. by W. This is a most extraordinary place, occasioned by an eruption; the circumference exceeds two miles, the general depth of water, is 25 and 27 fathoms, and so steep along the shore, that ships of any burden may be fastened to the stones, in 6 or 7 fathoms. When this island was first discovered, in the year 1697, by Vlaming, a Dutchman, there was no passage from the sea into the crater; for it was defended by a causeway of large stones, at least five feet above the surface of the water. Time has since altered it so much, as to have formed a channel at high water of nine feet; so that boats may get in at all times of the tide, except low water, and a great swell: and were it found necessary to deepen the channel two or three feet, it might be effected with the greatest ease, by removing the large stones at low water. But time will do that; for the tide runs in and out very strong. The bason, or crater, abounds with fish, particularly tench, bream, and perch, which we caught with a rod and line, as if we had been angling in a river; and though the water in the crater is perfectly cold, you may perceive a steam rising on many parts of the causeway. On removing a few stones, a small quantity of boiling water appears, which enables the fisherman, at the same time, to catch the fish, and, without moving, to dress them without taking any off the hook. Should further particulars be deemed necessary, the reader is referred to Sir George Staunton's publication.

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We have thus given the two original accounts, the Shipwreck of the Swift and Sir Erasmus's Nautical Remarks together, as they were both drawn up by him: and we now return to some further anecdotes of his professional services, beginning with the arrival of the officers and ship's company of the Swift, in the Favourite sloop, on the 22d of September, 1770.

(1770.) When Sir George Rodney went out to take the command on the Jamaica station, in the Princess Amelia, 80 guns, Captain Marshall; Mr. Gower served as second lieutenant, and afterwards as first, on board that ship: for further particulars our readers are referred to our fourth Volume (page 262). From the Princess Amelia, he was removed to the Portland, 50 guns, Captain Marshall, still under Rodney's flag, and Mr. Gower was first lieutenant. When that ship was paid off, he then, as we had already noticed in our preceding memoir, went into the Levant frigate, as first lieutenant, commanded by Captain George Murray, uncle to the Duke of Athol. His subsequent appointment to the Sandwich, bearing Sir G. Rodney's flag, has been also noticed. Captain Young at that time commanded her.

(1780.) It should be observed here, that when Mr. Gower, on being advanced to post rank, was allowed * to step over the intermediate rank of commander, which we believe took place on the 9th of January, 1780; it was a most rare occurrence in the service, and furnishes ample proof of the high consideration in which his professional character and services were held at that time. From the Prince William, 64 guns, which he then commanded, he was appointed to the Porcupine, of 20 guns; the Enterprize, of 28 guns; and to the Edgar, of 74 guns, with Commodore Elliot's flag on board, as already mentioned. We can also now add, that on the commodore's being appointed Governor of Newfoundland, Captain Gower served under him, in the command of the Salisbury, 50 guns; and that when this service had terminated, † Captain Gower was appointed to the Medea, a frigate of 28 guns, in which, during 1782, he went to the East Indies; and continued to render valuable ‡ service to his country in those seas, until his return to England; where he arrived on the 7th of January, 1784.

It was certainly an extraordinary omission on the part of Admiral Sir E. Hughes,§ who then commanded in India, to pass over in silence, as he most assuredly did, the captures of the Chaser and the Vryheid, as made by Captain Gower in the Medea, and recorded in our fourth Volume: the first was a ship of war,

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* See N. C. Vol. IV. page 264.

† It is of consequence to notice this, in order to avoid an error which seems to have occurred in our former memoir of this officer (Vol. IV. p. 277), where his appointment to the Medea, precedes that to the Salisbury.

‡ See Vol. IV. pages 265—276.

§ See a Portrait in N. C. Vol. IX.

mounting 20 guns, six-pounders, charged with despatches from the Isle of France, for the French commander-in-chief: the second, was a Dutch East India ship, pierced for 64 guns, but mounting only 32, which had brought a cargo of ordnance stores to Cuddalore. Having already mentioned to Sir Edward Hughes the capture of the Chaser and Vryheid, Captain Gower's official letters on the subject had been regularly transmitted to Bombay, where Admiral Sir E. Hughes was at that time; and it was natural to suppose, that public documents of the above description would have been sent, as they invariably had been, to the Lords Commissioners of the Admiralty. However, through some strange neglect, they were never forwarded home; and of this inattention, Captain Gower was perfectly ignorant, until his arrival in England. His surprise was, therefore, as may easily be imagined, great, when he was told at the Admiralty, that any naval exploits of his in India were unknown to the Board, in any official manner: and this was the more painful to his honest and enterprising mind, since he had possessed no remedy to obviate the consequences of this neglect, previous to his return home. He then immediately wrote to Sir Edward Hughes on the subject, and also to the Secretary of the Admiralty, from whom he received the following letter, dated July 4th, 1785:—

(COPY.)

"DEAR SIR,

"I have received the favour of your letter of the 30th ult. and in return am to acquaint you, that Sir Edward Hughes has transmitted, officially, (with an apology for not sending sooner) your two letters respecting the captures you made in the East Indies; and that I have in return informed him, that my Lords of the Admiralty have great satisfaction in your spirited conduct, and in the behaviour of your officers and ship's company upon these occasions, which I make no doubt Sir Edward will signify to you.

"I scarce think the Board will judge it proper, to publish your letters at this distance of time; but if you desire it, I will mention it to their Lordships. I am, with great esteem, dear Sir, your most obedient humble servant, "PH. STEPHENS."

The following is a copy of Sir E. Hughes's letter to the Secretary of the Admiralty, alluded to in the above note:—

(COPY.)

"SIR, "*Harley-street, the 22d June*, 1785.

"In my letter to you, containing details of the transactions of his Majesty's squadron in the East Indies, when under my command, it appears that through neglect, or much hurry of business, proper copies of two letters from Captain Erasmus Gower, of H. M.S. Medea; the one dated the 17th, the other the 25th January, 1783, and addressed to me, have not been transmitted to you for their Lordships' information: I am, therefore, now to request, in justice to the bravery and good conduct of Captain Gower, and the officers and men of the Medea, you will be pleased to lay the accompanying copies of the said two letters before their Lordships, and hope their Lordships will be so good as to pardon my not having done this sooner. I am, &c. "EDWARD HUGHES."

Captain Erasmus Gower afterwards sailed in the Lion, 64 guns, being ordered to carry out Lord Macartney, on his Embassy * to China; previous to which, Captain Gower received the honour of knighthood. The first Lord of the Admiralty had, on this occasion, left it to Lord Macartney to nominate the commander of the Lion; which proved an additional honour to Sir Erasmus: and as Sir George Staunton justly observes † in his account of that Embassy—"This nomination was far from being a matter of indifference; for beside the proper qualifications to conduct any very long voyage, with safety and comfort to the passengers and crew, still more might, possibly, be requisite, in an undertaking in which a new tract of sea was to be explored; as it became a part of the plan to sail directly for the harbour next to the capital of China, through the Yellow Sea and the Gulf of Pekin, for a space of ten degrees of latitude, and more than half that quantity of longitude; of no part of which there was any recorded account, by European navigators.............To every branch of the sea service, Captain, now Sir E. Gower, was known to be fully equal. Independently of the military exertions of this spirited and able officer, he had twice, at an early age, been round the world; having suffered, and materially contributed to surmount, the vast variety of evils incident to such perilous and protracted voyages; by which his mind was inured to, and provided with resources against, the accidents of untried routes. At Lord Macartney's desire, he was appointed to the command of the Lion man of war, and gratified with the choice of his own officers, whom he selected from a personal knowledge of their merit. Numberless applica-

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* N.C. Vol. IV. pages 273—287; where some of the Nautical Remarks of Sir Erasmus, respecting the Voyage to China, are inserted.

† Vol. I. page 32.

tions were made to serve under him upon the present interesting occasion; and young gentlemen, of the most respectable families, glowing with all the ardour and enterprise of youth, were admitted to the Lion, considerably beyond the customary complement of midshipmen."

No officer could certainly have been better calculated for this voyage, than Sir Erasmus; more especially when it is remembered, that, as Sir G. Staunton proceeds to relate,—"The object of the Embassy was, indeed, so little confined to *mercantile concerns* at Canton, that Lord Macartney had discretionary authority to visit, beside China, every other country (in that division of Asia which may be termed the CHINESE ARCHIPELAGO), from whence utility or important information was to be derived."

(1792.) The Lion, and the East India Company's ship Hindostan, set sail from Portsmouth, September 26; as did also the Jackall brig, intended to serve as a tender to the Lion. They left Funchal * October 18, and, continuing their route from Santa Cruz, anchored in Praya Bay, St. Jago, in seven fathoms, November 3d. A circumstance here occurred, which we omitted to notice in our former memoir of Sir Erasmus's public services, which is thus told by Sir G. Staunton: †—"The island (St. Jago) bore, now, from the ship's decks, a brown appearance; but the verdure of the large waving leaves of the cocoa-nut, and date, trees, growing in the sand behind the beach, still gave some cheerfulness to the prospect: as soon, however, as the ship's boats had landed, a ghastly figure walking hastily along the shore announced the desolate situation of the island.

"It was an English sailor, who had served on board a Dutch East Indiaman, but had been left by some accident behind at St. Jago. The island, he said, was in an absolute state of famine. Little or no rain had fallen there for about three years before. The rivers were almost all entirely dry. The surface of the earth was in general naked of any herbage. The greatest part of the cattle had already perished, not less through drought than want of food. Of the inhabitants, many had migrated, many were famished to death. The narrator was himself a striking specimen of the misery he described. Though he had not been long upon the island, he had already severely suffered by the general want. He had no occupation on shore. He had no money. Of the scanty stock of a common seaman's clothes, the chief articles had quickly been exchanged for roots or any thing eatable, to support life. English ships that had called at Praya Bay, since his arrival, refused to take him on board, on account of his having gone into foreign service.—By a humane regulation of the British Navy, every British sailor left in foreign ports by British ships, whether warlike or mercantile, is received on board any of his Majesty's ships which touch there. This poor man was in a predicament which deprived him of that resource. He found himself on that element, on which nature had indeed intended him to continue, but which denied him now its comforts; and he seemed to cast his longing eyes, in vain, towards that other to which he had dedicated his life."

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* See N. C. Vol. XXII.

† Vol. I. page 126.

There is also another passage* in Sir George Staunton's Narrative, which we must select, as it is connected with Sir Erasmus's Nautical Remarks given in a preceding page, in the present memoir.—"Amidst the ruins of St. Jago, the party found a Portuguese to whom one of them was recommended, and who received them with the most cordial hospitality in his house, and treated them with every species of tropical fruits from his garden, lying on each side the river. He had been a navigator; and informed them, that the Isle of Brava, one of the Cape de Verdes, was a fitter and safer place for ships to call at for water and provisions, than the island of St. Jago: that it had three harbours, one called Puerto Furno, on the east side of the island, from which vessels must warp, or be towed out by boats; the Puerto Fajendago to the west, and the Puerto Ferreo to the south, which was the best for large ships, and into which runs a small river. In another of the Cape de Verde Islands, called San Vincente, he observed that there was also a large harbour on the north end, but that fresh water was at some distance from it; and there was, likewise, a good port at Bonavista. The information of the harbours in the Isle of Brava was confirmed by accounts given by others to Sir Erasmus Gower, who recommends to make a trial of them."

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* Vol. I. page 135.

They afterwards visited Rio de Janeiro; and some valuable remarks respecting the entrance of its harbour, by Sir Erasmus, are given at length by Sir George Staunton (pages 152—154.)—The latitude, according to the former, of Rio, is 22° 54′ south; and longitude, 42° 44′ west from Greenwich. Variation of the compass four degrees fifty-five minutes to the westward of the Pole. The tide flows seven hours and a half, and rises about five feet and a half perpendicular. Rio de Janeiro is scarcely to be excelled for the capaciousness and security of its harbour. They left it on the 17th of December, 1792, and had the following narrow escape:*—"Ships sailing from Rio de Janeiro," says Sir G. Staunton, "seldom work out of the harbour against the wind blowing from the sea; but move in the mornings, for the benefit of the land breeze, at which time the harbour empties itself of the mass of water thrown into it by the sea-wind at night. This reflux is stronger often than the wind. Its course is along the bays on the eastern shore, and it afterwards sets upon the point of Santa Cruz. The Lion was carried into that part of the stream where it ran with the greatest impetuosity. The ship bore directly towards the rock, and, in continuing to move, must have struck upon it speedily. The alarm instantly spread among those who best could judge of the imminence of the danger. One of the officers let fall the words—*There is an end to the Expedition!* To those who had set their hearts on its accomplishment, which was indeed the case of most persons embarked in the undertaking, no spectacle could be more afflicting than the prospect now exhibited, and no consequence more painful than what was foreseen to follow from it. The ship was approaching to the rock so nearly, as to be already in the wash of the sea, or in the waves which dash against the shore, when, fortunately, the anchor held, which had been lowered from the ship, and saved her. She was afterwards warped out by boats. On sounding near the rock, it was found to be nearly perpendicular, and that the ship's sides might have struck against it, without the keel's touching any bottom."

(1792.) The Lion afterwards, in her passage to the Indian Ocean, visited the islands of Tristan da Cunha in the southern part of the Atlantic; respecting which, some original remarks of Sir Erasmus Gower have already been inserted. Sir George Staunton, in his account, has been also indebted to the manuscripts of this experienced naval officer:—"The navigation," says Sir George,* "was continued in the parallel of thirty-seven degrees for some days, with a favourable breeze, as was expected, from the westward. On the 31st of December, 1792, the islands of Tristan da Cunha came in sight, the largest bearing that name only; the others subdistinguished by the appellations of Inaccessible, and Nightingale Islands.—Inaccessible, as Sir Erasmus Gower observes, seems to deserve that name, being a high, bluff, as well as apparently barren plain, about nine miles in circumference, and has a very forbidding appearance. There is a high rock detached from it at the south end. Its latitude is 37° 19′ south; its longitude 11° 50′ west from Greenwich. This rude looking spot may be seen at 12 or 14 leagues distance. Nightingale Island is irregular in its form, with a hollow in the middle, and is about seven or eight miles in circumference, with small rocky isles at its southern extremity. It is described as having anchorage on the north-east side. Its latitude is 37° 29′ south; and longitude 11° 48′ west from Greenwich. It may be seen at seven or eight leagues distance. The largest of those three islands, which comparatively may be called the great Isle of Tristan d'Acunha, is very high, and may be seen at 25 leagues distance; it seems not to exceed in circumference 15 miles. A part of the island towards the north, rises perpendicularly from the sea to a height apparently of a thousand feet, or more. A level then commences, forming what among seamen is termed table land, and extending towards the centre of the island; from whence a conical mountain rises, not unlike in appearance to the Peak of Teneriffe, as seen from the Bay of Santa Cruz. Boats were sent to sound and to examine the shore for a convenient place to land and water. In consequence of their report, the Lion stood in, and came to anchor in the evening on the north side, in 30 fathoms water, one mile from the shore—the bottom black sand with slime; a small rock off the west point bearing S.W. by S. just open with the western extremity of the island; a cascade, or fall of water, emptying itself upon the beach, S. by E. All the shore, from the southern point to the eastern extremity, appears to be clear of danger, and steep, except the west point, where there are breakers about two cables' length, or near 500 yards, from the shore. The ship, when anchored, was overshadowed by the dark mass of that portion of the island, whose sides seemed to rise, like a moss-grown wall, immediately from the ocean. On the right, the elevation was less rapid, and between the rising part and the sea was left a flat of some extent, covered with sedge grass, interspersed with small shrubs; which, being perfectly green, looked from the ship like a pleasant meadow watered by a stream, that fell afterwards from its banks upon the beach. The officers who went ashore, reported that the casks might be filled with fresh water by means of a long hose, without moving them from the boats. The landing place, thereabouts, was also described as being safe, and superior to any other that had been examined............The just position of those islands, in respect to longitude, was ascertained, by the mean of several time-pieces, to be about two degrees to the eastward of the place where they are laid down in charts, taken from observations made at a period when the instruments, for this purpose, were less accurate than at present. The spot where the Lion anchored, was determined, by good meridional observations, and by accurate time-pieces, to be 37° 6′ south latitude, and 11° 43′ west longitude, from Greenwich. The compass had seven degrees of variation westward from the Pole. Fahrenheit's thermometer stood at sixty-seven degrees.......Those islands are certainly worthy of a more particular inquiry; for they are not fifty leagues from the general track of vessels bound to China and to the coast of Coromandel, by the outer passage.........

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* Vol. I. page 189.

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* Vol. I. page 196.

"Sir Erasmus Gower also observed," adds Sir G. Staunton,* "that throughout the whole of this passage from Rio, as well as farther on to the eastward, within four degrees of the Cape of Good Hope, a small current set constantly to the south eastward, which was proved by solar and lunar observations, as well as by time-pieces. The ships did not approach that cape nearer than ninety leagues. For three degrees to the westward, and as many to the eastward of it, the current set strongly to the westward.

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* Vol. I. page 203.

When opposite the Cape, the ships steered more southerly, to get into the latitude of 40° south, so as to avoid the shoals laid down in Mr. Dalrymple's charts, near the parallel of 38° of southern latitude, and extending in detached spots as far as 25° to the eastward of the Cape, as well as some islands said to be in the track of vessels bound to Botany Bay, and little distant from the route to China. When within 200 leagues of the islands of St. Paul and Amsterdam, in the Indian Ocean, the ships returned to the latitude of 38° 40′ south, and continued in it until those islands came in sight, which was on the first of February, 1793."

--------" In her passage from Batavia, the Lion," says Sir George,[*] " touched upon a new or unnoticed knoll, with three fathoms depth of water over it. This knoll did not exceed the size of a long boat, with six or seven fathoms water all round it. From this spot the westernmost windmill on the careening island bore S.S.E. and the hospital on Purmerent island S.E. by E. ---- The little squadron immediately proceeded [†] towards the opening which leads to the Straits of Banca. The island of Sumatra, on its eastern side, forms the western side of those Straits, as its southern extremity forms the northern side of the Straits of Sunda. The depth of water is very irregular near North Island (situated in the angle made by the Straits of Sunda), the water shoaling, in some spots in one cast, from 12 to 7 fathoms, and in others from 7 to 4. This irregularity was often observed throughout the Straits; besides what was occasioned by shoals of coral so very near the surface, as to be easily distinguished by the whitened sheet of water over them."------------" From various intersections and observations, the latitudes of the following places were determined, and their longitudes deduced also from the said observation.[‡]

	South Latitude.			*East Longitude.*		
	°	′	″	°	′	″
Java Head............	6	47		104	50	30
The Three Sisters	5	42		105	41	36
Thwart-the-way........	5	55		105	43	
North Island	5	38		105	43	30
Angeree Point	6	2		105	47	30
Cap	5	58	30	105	48	30
Button	5	49		105	48	30"

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[*] Vol. I. page 280.

[†] *Ibid.* page 281.

[‡] *Ibid.* page 287.

(1793.) On the 30th (of April) the squadron came to anchor near to the southernmost of the three Nanka Isles, lying close to the western shore of the Island of Banca. Sir George adds, that this latter island is noted throughout Asia for the same cause, its tin mines, to which England owes its celebrity in Europe in very ancient times.—" Sir Erasmus observed,* that it was very desirable for ships to stop at the Nanka Isles, as wood for fuel is conveniently procured from thence; and the water thought preferable for keeping, to any before discovered by the squadron in those seas. It discharges itself from three small rills into a deep reservoir. A cask was sunk, with holes in it, at a little distance from the reservoir, into which the water was conveyed perfectly pure and clear. At high water, the distance of rolling did not exceed ten yards: at low water it was an hundred; but the rolling ground was good, and what is material in that sultry climate, the people employed in filling the casks were perfectly shaded, as well as for a part of the rolling distance. The tide rises and falls about eleven feet, and flows once only in the twenty-four hours; at least during the ship's stay there. The latitude of the road, is 2° 22′ south, and the longitude 105° 41′ east. This place is perfectly sheltered from S. W. by S. to the N. W. and there can be no high sea with any wind, as the land is but at a short distance in the open points."

(1793.) The squadron left Nanka Isles on the 4th of May, and crossed the line on the 10th, in longitude 105° 48′ east. On the 16th, they anchored in a spacious bay on the eastern side of Pulo Condore; and on the 18th steered away to the northward, for the Bay of Turon, in Cochin China. The only chart of that part of the coast known to have been published, was merely a rough sketch taken by some officers of the Admiral Pocock Indiaman, that had been accidentally driven there, by stress of weather, many years ago; but it gave no information or instruction how to enter the bay, and was afterwards found to be erroneous in many respects.

The skill and judgment of Sir Erasmus Gower, however, baffled every difficulty, and brought the ships in safety to their destined port. The entrance into Turon Bay is round the N.E. point of a peninsular promontory, now called LION POINT. They, at length, came to anchor there on the 26th of May. "Sir Erasmus moored * the Lion in seven fathoms water, the N.W. point of the bay bearing N.E. by N. an island in the mouth of the Bay, N.—The watering place on the peninsula, E. by N. Campello Isle, which is seen over the isthmus, S.E. by E. A river, on which the town of Turon is situated, S.S.E. ½ E.......All the coast is safe to approach, shoaling the water gradually from twenty to seven fathoms."

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* Vol. I. page 306.

For the remainder of this interesting voyage, we must refer our readers to Sir George Staunton's account. The Lion returned to England in September, 1794.

Notwithstanding the length to which we have already extended this additional memoir of Sir E. Gower's public services, we must, as honest Chroniclers, express our astonishment at the conduct of government towards this most excellent officer. It had long been the practice to present captains of men of war, who were employed in conveying ministers or general officers abroad, with a certain extra allowance, to assist in the equipment of their ships. Sir Erasmus Gower spared no expense, in making the different apartments on board the Lion, for the Lord Macartney and his numerous suite, as comfortable as possible; and he besides gave up all his own cabins, reducing himself to a small place usually allotted to a servant. Yet no consideration was in consequence given him; and they who know him, need not be informed, that he never asked for any. It may, indeed, be said, that he lived at the table which the East India Company found for the Embassador; and this was assuredly the case when Lord Macartney was on board: but all the time he was in China, where every thing was extravagantly dear, Sir E. Gower still kept a table for himself and officers. On his return home, he was paid off, without any notice being taken, or his receiving any recompence. It was on this occasion, that the following communication from Lord Macartney took place, in a note addressed to Sir Erasmus, dated Spithead, September 6, 1794:—

"Allow me, my dear Sir, to return you my most sincere and hearty thanks, for all your kindness and attention to me and my family, during

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* Vol. I. page 326.

our stay on board the Lion: I can answer for it, that every body belonging to the Embassy entertains the same sentiments on this occasion that I do.

"I know how little it is in my power, either in expression or in any other manner, to testify how much I feel obliged to you; but you may rest assured, that whilst I live, I shall retain the most lively remembrance of your friendship; and that nothing will make me more happy, than to find frequent opportunities of shewing it. I flatter myself you will permit me to request your kind acceptance of the enclosed,* as a feeble mark of the gratitude and regard of him, who is, with the highest sentiments of esteem, and with the most perfect truth, dear Sir Erasmus, your most sincere and most faithful humble servant,

"MACARTNEY."

To which Sir E. Gower returned the following answer:—

"MY DEAR LORD,

"It is with extremely grateful thanks, that I receive your Lordship's kind expression of friendship, and your very polite mode of signifying your not only being satisfied with my conduct, but being pleased with it. Being in possession of those valuable treasures, I hope I shall not forfeit them, by requesting of you to suffer me to return the enclosed; and I persuade myself that your Lordship will not conceive, that this is done from ostentation or ridiculous pride. I remain, my dear Lord, with the highest respect, &c. "E. GOWER."

On the 13th of November, 1794, the Thanks of the East India Court of Directors were transmitted to Sir E. Gower, in the most flattering manner, by their Secretary, W. Ramsay, Esq. for convoying 13 of their ships from China to St. Helena, and thence to England; together with five other ships which joined Sir Erasmus at the former island: and the Court of Directors also resolved, as a further mark of their acknowledgment for the distinguished care and attention which had been shewn to their fleet, to request Sir E. Gower's acceptance of a piece of plate, of the value of five hundred guineas.

Sir Erasmus was next appointed acting captain for Lord Hugh Seymour, in the Canada, 74 guns, and afterwards to the Triumph, of the same force. In Admiral Cornwallis's celebrated retreat, the gallant captain and crew of the Triumph were amongst those who received the following spirited encomium of their noble commander-in-chief, dated June 18, 1795:—

"Vice-admiral Cornwallis returns his sincere thanks to the captains, officers, seamen, and marines or soldiers, of the ships under his command, for their steady and gallant conduct in the presence of the French fleet yesterday; which firmness he has no doubt determined the enemy from making a more serious attack.—It would give the Vice-admiral pleasure, to put the whole of their exertions in effect, meeting a more equal force; when the country would receive advantage, as it now does honour, from the spirit so strongly manifested by those brave men.

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* An order, payable at sight, on Messrs. Coutts and Co. for a thousand guineas.

"WM. CORNWALLIS."

(1797.) During the dreadful mutiny at the Nore, Sir Erasmus Gower was removed from the Triumph to the Neptune, 98 guns, then fitting to act against the chief mutineer, Parker. On that occasion, Sir E. was honoured with the broad pendant, and had the present Sir H. E. Stanhope, Bart. under him, as captain. He was commissioned to command all the naval force from London Bridge to the Nore, comprising about fifty sail of pendants. The mutiny providentially terminated without those powerful means being called forth. On the 26th of October, Hugh Inglis, Esq. transmitted to Sir E. Gower, the Thanks of the Committee of Merchants and others appointed for the purpose of counteracting the Mutiny, for the zeal and alacrity he had uniformly manifested, in order to shew the great sense which they entertained of the meritorious services he had rendered to his country on that trying occasion. Sir Erasmus was afterwards appointed second in command under Sir T. Pasley, Bart.*

He retained the command of the Neptune as a private captain, until he was promoted to the rank † of Rear-admiral of the White. On the 9th of February, 1801, he hoisted his flag, as such, on board the Princess Royal, 98 guns, and again joined that excellent and gallant officer, Admiral Cornwallis, who commanded the Channel Fleet. During that year, the preliminaries of peace with France were signed; and on the 13th of the ensuing February, 1802, when preparations were making for the reduction of our naval establishment, Sir Erasmus struck his flag.—From that time he remained unemployed until May 21, 1804; when, as Vice-admiral of the White, to which he had been advanced on the 23d of the preceding month, he was appointed Commander-in-chief, and Governor of Newfoundland, with his flag on board the Isis, of 50 guns.

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* See N. C. Vol. IV.

† Advanced Rear-admiral, February 14, 1799. Vice-admiral, April 23, 1804. Admiral, October 15, 1809.

The government of Newfoundland was peculiarly adapted to the humane disposition and experienced character of Sir Erasmus Gower. The power with which he was vested, was unremittingly and uniformly exercised for the benefit of the governed. When he entered on this arduous and important duty, the inhabitants of St. John's, the seat of government, exceeded 5,000. Amidst a population of that extent, he observed with regret, that there was no establishment for educating the rising generation of the poor. He therefore determined on opening a subscription for that purpose; and with a zeal and promptitude that do him the greatest honour, he called a meeting of the naval, military, and law officers, and principal merchants of St. John's. A subscription was immediately entered into for the building of a school; with separate school rooms for the girls and boys, and apartments for the teachers. He then granted a piece of government land for the building, and advanced from his private purse 100*l.* which sum he continued annually during the remainder of his command,* until the 12th of March, 1807. Since that time, the school has received from him the yearly remembrance of 20*l.*

In this school are now educated between 60 and 70 boys, and as many girls. The first are taught to read and write; to make and repair all descriptions of nets that are used in either the salmon, mackarel, herring, or other fisheries. When thoroughly educated, they are employed at sea with the fishermen, and are thus trained up to be excellent sailors. A finer nursery for seamen cannot be devised.

The girls are instructed in reading, plain work, carding, spinning, and knitting. At a proper age, employment is obtained for them as servants; or in some other situation that may secure them a maintenance by their own exertions. On the 5th of August, 1807, at the anniversary meeting of the Society for improving the condition of the poor of St. John's, it was resolved, That the Thanks of that Society should be communicated to Sir Erasmus Gower, for his bountiful, zealous, and efficient patronage of the Institution, and his unremitted attention to its welfare.

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* During this period, he was advanced Vice admiral of the Red, April 9th, 1805.

It was impossible for such a Governor to leave St. John's, without causing many a tear to fall, as the Isis got under weigh, and gradually passed through the bold and romantic scenery of the Narrows, which form the entrance of the harbour, into the vast Atlantic. The sentiments which pervaded every heart were thus admirably expressed in Major-general Skerret's letter, who commanded the forces:—

> "We take the liberty, my dear Sir Erasmus, to mingle you every day in our conversation, not only in speaking of the happy effects of your government, but the great beneficial advantages you have conferred on this country—in improving the condition of the lower orders of people—in your attention to their morals, loyalty, comfort, and security.—His Majesty will be deprived, if you do not return to us, of a great, able, and faithful representative, true to his interest; whose whole life has been distinguished by the most eminent services rendered to the state. I, as an humble individual, shall feel the want of your advice and professional powers, in consulting you on the various points of my command, for the security and defence of this important settlement. In short, I shall feel a lively interest for the happiness of a man, who has filled life with so much true dignity. Your affection and friendship will be ever dear to me, and not to possess them would embitter the remainder of my days."

Since the year 1807, this distinguished Admiral has remained unemployed. On the promotion of flag officers, which took place on the 25th of October, 1809, he was advanced Admiral of the Blue: and on the 31st of July, 1810, Admiral of the White.

And now having served his King and Country, eminently and faithfully, for more than half a century, he is living contentedly in retirement; enjoying that universal respect which he has for ever secured, both by his private virtues and his public services.

⁂ Sir Erasmus, when young, was wounded desperately by a pirate (see Carteret's Voyage round the World). But the particulars are not there mentioned. It was done by a slug shot, which entered his upper lip, and forced three of his teeth back: the shot lodged in the gum. They, however, sunk their antagonist, and the Malays were all drowned.

In the Princess Royal, Captain David Atkins served under Admiral Sir E. Gower, who was afterwards lost in the Defence, when wrecked in the Baltic. In the Isis, Captain John Ackworth Ommaney, and afterwards Captain John Laugharne, served under the Admiral.

NAUTICAL ANECDOTES, &c.

PYROTECHNY.

THE explosion machinery, for which the American adventurer, Fulton,* obtained a premium from our government about six years ago, has been reproduced lately by the same industrious fire-worker in his own country, for the purpose of annoying our blockading squadrons. This apparatus can be brought in contact with the cable, by taking advantage of a strong tide, and a dark night, without much risk on the part of the persons in the boat necessarily employed on such an enterprise. The thing is to be done in this way:—When a-head of the vessel, and at some distance, the machine, with a rope attached to it, is to be thrown overboard, and so as to float on one side of the vessel, while the boat with the other end of the line is pulled to the other; by this means it catches the cable, which is to be dragged on till the machine is brought up, and it is so constructed, that the resistance of the cable to its further progress draws the trigger, when in an instant the vessel is adrift. Mr. Fulton has likewise invented what he calls his ground torpedos, and these he proposes planting in the channel of the Narrows, *viz.* the entrance to the inner harbour of New York. It has been demonstrated, that if a torpedo can by any means be placed in contact, and directly under the keel of a vessel, she may be blown up, or rather, so shaken as to founder: he therefore proposes sinking, at given distances, in the Narrows, upright frames of wood, proportioned to the depth of water; and these frames are to present their sides to the stream; and on that facing the entrance of the harbour is to be placed a lever perpendicularly; to the lower end of which a torpedo is to be attached, while the other nearly reaches the surface of the water, and on any vessel's passing over, it gives way till it becomes horizontal: it turns on the upper and outer angle of the frame, so that the torpedo may be brought in contact with the keel, by the pressure of which on a spring it explodes. This is all very simple, no doubt, but by no means the less practicable on that account;—and as these two experiments were considered in that light by the most intelligent and disinterested members of the Committee directed to decide on the utility of Mr. Fulton's scheme for destroying the British navy, there can be no harm in exposing them, and putting our naval commanders on their guard. And the loss of the nine seamen, by the explosion of the Eagle schooner, three hours after she was taken possession of, may probably dispose them to pause before they treat the matter with contempt. In regard to Mr. F. sending out vessels in the way he did the Eagle, should that experiment be tried again, it would be very fair to convert such a prize into a cartel, and let her explode with American instead of British seamen.

GALLANT ENTERPRIZE.

A SHORT time since, the Spanish privateer, St. Juan Baptiste, of 16 guns, and 52 men, seized upon the Danish merchantman Carlotte, off Havre de Grace, laden with colonial produce, then sailing under British licence, declaring that such protection was no security, except against the British flag; consequently the Dane was taken possession of as a lawful prize.

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* N. C. XVIII. 281; XIX. 189; XX. 452.

The underwriters, being made acquainted with a disaster so unexpected, adopted prompt and decisive measures, which they thought might induce the captors to relinquish further claims, by offering 60 per cent. upon the estimated value of the vessel and cargo as a ransom. This liberal proposition being rejected, the underwriters had immediate recourse to various other expedients, all which were conducted throughout, by their agent, with the most ingenious and extraordinary gallantry. An individual residing at Northfleet, familiar with the English and French coast, was chosen and invested with instructions to employ all the means in his power to detain the Spanish privateer, under any pretext, or in whatever port; which scheme, if successful, was calculated to prevent her committing much greater depredations, as twenty-four other vessels, valued little short of three millions sterling, were ready to depart from our ports, under similar circumstances with the Carlotte, of which the privateer was fully aware, and, if enabled to pursue her destination unobstructed, were all likely to fall a prey also. These circumstances filled the proprietors with the utmost consternation. After several fruitless inquiries upon the English coast, and endangering his life twice on the coast of France, without effecting the desired purpose, he at length obtained the satisfactory information, that the St. Juan Baptiste had sailed for Spithead; no time, therefore, was lost in the necessary pursuit, and arriving speedily at Portsmouth, he further discovered, that the Spaniard, with her prize, were preparing to sail for Corunna, and would be at sea in three hours. In the arduous duty imposed upon an individual, it could scarcely obtain credit, that, having now learned the St. Juan Baptiste was supposed to be a pirate in disguise, he immediately meditated an attack upon her, which he carried into execution with the most determined and undaunted bravery, armed (himself) only with a brace of pistols—drove the whole crew below, panic-struck—seized the arm chest—recovered the Danish vessel to the underwriters, making the Spaniard in return his prize, which, upon investigating, proves to be the property of British owners.

Thus, by a most gallant exploit, the foulest fraud was detected, at the same time recovering what must otherwise have been totally lost, as well as preventing a further immense sacrifice of merchants' valuable property. Conduct so highly meritorious must naturally excite the most lively interest in the breast of every honourable mind.

ADMIRAL HARDY.

In the reign of Queen Anne, when Captain Hardy was stationed at Lagos Bay, he received certain intelligence of some Spanish galleons having arrived in the harbour of Vigo, under the protection of seventeen men of war: upon which, without any warrant for so doing, he set sail, and gave intelligence to Sir George Rooke, who was then commander-in-chief in the

Mediterranean. In consequence of this information, the Admiral made the best of his way to Vigo, where he took or destroyed the whole fleet. Sir George was sensible of the value of the advice communicated; but after the fight was over, and the victory obtained, he ordered Captain Hardy on board, and, with a stern countenance, said,—"You have done, Sir, a very important piece of service: you have added to the honour and riches of your country by your diligence; but don't you know you are liable to be shot for quitting your station?"—"He is unworthy," replied Hardy, "to bear a commission under her Majesty, who holds his life as any thing, when the glory and interest of his country require him to hazard it."

For this intrepid answer, the Admiral despatched him with the news of the victory, and a recommendation to the Queen, who immediately conferred upon him the honour of knighthood, and afterwards made him a Rear-admiral.

SIR JOHN CARR.

Sir John Carr, when at Cadiz, in 1809, observing that a lieutenant of a British man of war had been running very fast, and was in a state of considerable agitation, took the liberty of inquiring the cause of this apparent distress—"Have you seen, Sir," said the lieutenant, "a little fat man with a wig and a golden headed cane go out? My God, I never was so used in my life! I have been drinking two glasses of punch, and only said two words to this little gentleman, for I know no more than two words of the Spanish language; he left me, and egad, Sir, when I asked the waiter what I had to pay, he told me that the gentleman who sat next to me had settled every thing. He continued with an oath, "that he had never been so treated before, that he had never hitherto been under an obligation to any one, and he would not put up with it." He returned to the coffee-house, and persuaded an Englishman, who spoke the Spanish language, to tell the waiter that he insisted upon paying for his punch. The waiter refused to take the money, and an altercation ensued, which was at length terminated by the lieutenant's throwing a dollar into the bar, and running out of the house, declaring, "much as he liked a Spaniard, he would not submit to be under an obligation to one."

PERPETUAL MOTION.

The following wager appears in *The Philadelphia Gazette*:—I hereby offer on demand any bet or bets, from 5,000 to 100,000 dollars, to the end of proving in a few days, both by mathematical data, and by three several experiments, to the satisfaction of enlightened judges, chosen by my very opponents, out of the most respectable gentlemen of this city, or of New York, that Mr. Charles Redheffer's discovery is genuine; and that it is incontestibly such a perpetual self-moving principle, as the one alluded to by Sir Isaac Newton, in his Principia Mathematica, b. 1. sec. 13. on the laws of motion.

N. B. This is to be valid until the 15th inst. at sun-setting.

CHARLES GOBERT, Civil Engineer, &c.

Philadelphia, July 12, 1813.

LIEUTENANT WALLIS AND CAPT. WRIGHT.

LIEUT. WALLIS, second to that lamented victim of the tyranny of Napoleon, Capt. Wright, in the command of the Vincejo at the period of the capture of that vessel by the French,—who has recently been mentioned in all the newspapers as having effected his escape from his captivity in France, and arrived safe in this country,—is, we understand, to be promoted by the Lords of the Admiralty to the rank of Commander. The promotion is, it is said, at present delayed only by a matter of form; an investigation being always held indispensable, as soon as circumstances will admit of its being held, upon the capture or loss of any of his Majesty's ships, before the Officers serving in her can be employed again. A court of Naval Officers will, it is supposed, be assembled forthwith at Portsmouth, in order to inquire and report concering the Vincejo; and as the result may be easily anticipated to be an honourable justification, the intended promotion of Lieutenant Wallis will of course immediately follow.

The fate of Captain Wright having naturally excited a great curiosity to know the circumstances of the imprisonment and escape of Lieutenant Wallis, we are enabled, from particular inquiries, to mention the subjoined leading particulars:—The personal hostility of Bonaparte was directed in a particular manner against Captain Wright. That Officer had been the favourite pupil, and confidential friend and lieutenant of Sir Sidney Smith, in those services on the French coast, which excited such universal astonishment and gave such alarm to the revolutionary governments in the earlier part of the last French war, and having been taken with Sir Sidney, on the occasion of the gallant, but indiscreet boat-expedition from the Diamond, when the tide left them, was the companion of Sir Sidney's memorable imprisonment in the Temple, and also of the celebrated escape from that prison; in the planning and execution of which he had a principal share. Capt. Wright subsequently acted a principal part against Bonaparte under Sir Sidney in Egypt, often commanding in the batteries and breaches at the siege of St. Jean d'Acre, the first scene of the failure of Napoleon's fortune, and bearing also a principal command in the corps with which Sir Sidney served on shore in the grand expedition in Egypt, under Abercrombie and Hutchinson.

Having thus honourably recommended himself to a large portion of Bonaparte's hatred, Captain Wright, on taking the command of the Vincejo, for services of the most peculiar and important nature, off the coast of France, was particularly formidable, from the prior knowledge of his talents and character, formed by the hand, and after the model of the great master under whom he was brought up. Bonaparte soon found that Captain Wright executed the various duties of his charge with all the boldness and address of an able partisan. There were few things so much dreaded by Bonaparte as Captain Wright's ability in carrying on an intercourse with the interior of France; and when, by the unfortunate accident of being becalmed under the fire of a vastly superior force, the Vincejo was captured, he immediately gratified his revenge, and provided against the possibility of another escape by the murder of his victim; never assigning any reason even for the severe confinement of Captain Wright, altogether inexcusable according to the practice of civilized warfare, except a confused string of allegations, charging him with landing Royalists, and taking them off, and thus keeping up the interests of the Bourbons, and exciting and fostering disaffection to the Napoleonic dynasty; charges which, even if well founded, could not be deemed criminal in an enemy; and, according to all impartial judgment, would but add to the meritorious services performed by Captain Wright for the cause of his Sovereign and his Country.

On this pretext, however, Captain W. was sacrificed to the revenge and caution of Bonaparte, who knew well what he had to dread from such an officer.

Lieutenant Wallis, the friend and companion of the unfortunate Captain Wright, was first Lieutenant of the *Vincejo*, at the time of the capture of that vessel on the French coast. On his examination, the severest threats were held out to induce him to criminate Captain Wright; and although he was not versed in the French language, he was repeatedly threatened with the torture for his ignorance. On the murder of his lamented commander, he was deprived of his parole, and instantly placed in close confinement in a prison at Verdun, situated on the river Maese. After two ineffectual attempts, he, at length, succeeded in extricating himself from this disagreeable situation. The entrance to his dungeon had two doors, each with a separate lock, which he was compelled to pass before he could reach the outer wall. By the means of false keys he was enabled to overcome this difficulty, and scaled the wall of 50 feet in height, with the help of a knotted rope. After experiencing many difficulties, he reached Bruges in safety, and got from thence to Blankenburgh, where he obtained a boat, and was taken on board the *Cornwall*, Captain Owen, and reached Dover. He represents provisions of all kinds as exceedingly cheap. The generality of the English prisoners at Verdun were well; but from the cheapness of spirits, of a very inferior quality, many of the seamen had severely suffered.

MASSACRE BY SAVAGES.

[*From an American Paper.*]

The following is an account of the singular and melancholy fate of the American ship Tonquin, the crew of which were destroyed by the savages, while on a trading voyage on the coast North of the River Columbia, on Vancouver's Island:—A native ship arrived from New York, after a passage of near seven months, with merchandise and provisions for the company.

It was here we learnt with horror, that the story of the Tonquin's having been cut off was but too true. The circumstance has been related in different ways by the natives in the environs of the establishment; but that which carries with it the greatest appearance of truth is as follows:—That vessel, after landing the cargo intended for Astoria, departed on a trading voyage to the coast of Columbia river, with a company, including officers, of 23 men, and had proceeded about 400 miles along the sea-coast, when they stopped on Vancouver's Island, at a place called Woody-point, inhabited by a powerful nation called Wake-a-ninishes. These people came on board to barter their furs for merchandise, and conducted themselves in the most friendly manner during the first day; but the same evening information was brought on board by an Indian whom the officers had as an interpreter, that the tribe where they then lay were ill-disposed, and intended attacking the ship next day. Capt. Thorn affected to disbelieve this piece of news, and even when the savages came next morning in great numbers, it was only at the pressing remonstrance of Mr. M'Kay, that he ordered seven aloft to loosen the sails. In the mean time about 50 Indians were permitted to come on board who exchanged a number of sea otter-skins for blankets and knives; the former they threw into their canoes as soon as received, but secreted the knives. Every one, when armed, moved from the quarter deck to a different part of the vessel, so that by the time they were ready, in such a manner were they distributed, that at least three savages were opposite every man of the ship, and at a signal given, they rushed on their prey and notwithstanding the brave resistance of the whites, they were all butchered in a few minutes. The men above, in attempting to descend, lost two of their number, besides one mortally wounded, who, notwithstanding his weakened condition, made good his retreat with the four others into the cabin, where finding a quantity of loaded arms, they fired on their savage assailers through the sky-lights and companion-way, which had the effect of clearing the ship in a short time, and long before night these five intrepid sons of America were again in full possession of her. Whether from want of abilities or strength, supposing themselves unable to take the vessel back to Columbia, on the following morning, the four who were unhurt left her in the long boat, in hopes of regaining the river, wishing to take along with them the wounded person, who refused their offer, saying, that he must die before long, and was as well in the vessel as elsewhere. Soon after sunrise she was surrounded by an immense number of Indians in canoes, come for the express purpose of unloading her; but who, from the warm reception they met with the day before, did not seem forward in boarding. The wounded man shewed himself over the railing, made signs that he was alone and wanted their assistance; on which some embarked, who, finding what he said was true, spoke to their people, who were not any longer slow in getting on board, so that in a few seconds the deck was considerably thronged and they proceeded to undo the hatches without further ceremony. No sooner were they completely engaged in this, than the only survivor of the crew descended into the cabin, and set fire to the magazine, containing nearly 9000lbs. of gunpowder, which in an instant blew the vessel and every one on board to atoms. The nation acknowledge their having lost nearly 100 warriors, besides a vast number of wounded, by the explosion, who were in canoes round the ship. The four men who set off in the long-boat were, two or three days after, driven ashore in a gale, and massacred by the natives.

DURATION OF WARS BETWEEN ENGLAND AND FRANCE.

THE following is an account of the Wars between England and France, with the terms of their duration, since the one which commenced in 1110, and which continued two years—1141, one year—1161, twenty-five years—1211, fifteen years—1224, nineteen years—1294, five years—1332, twenty-one years—1368, fifty-two years—1422, forty-nine years—1492, one month—1512, two years—1521. six years—1549, one year—1557, two years—1562, two years—1627, two years—1666, one year—1689, ten years—1702, eleven years—1744, four years—1756, seven years—1776, seven years—1793, nine years; and lastly, in 1803, which still subsists, making, within a period of 700 years, 266 years of war.

CORRESPONDENCE.

LETTER XXV.

MR. EDITOR, *August 10th, 1813.*

MANY years passed amidst the busiest scenes of life, in almost all varieties of situation, and all climates, afford a competent share of experience, from whence, by analogy, to judge of what is likely to be the result of passing events: when this active period of existence is at an end, and the retirement of the closet offers the leisure to compare, and to combine, to learn, to expect certain conclusions from adequate means, in short, to deduce effects from causes—Your pages, Sir, have been the means of my sedentary lucubrations, having been extended very far beyond what I had formerly thought would have been their limits, which I had mentally bounded to my fireside. If the space so occupied in your valuable pages has not been occupied in vain, and the smallest advantage may have arisen to my profession and my country by my feeble, though honest, efforts, I shall feel most sincerely gratified at this unexpected extension of my services, this unforeseen prolongation of utility, and fancy myself, in my old years, still on that station I have so greatly loved—the quarter-deck of a British ship of war—But, alas! I am here indulging an old man's garrulity, and postponing my subject.

As soon as I perceived an obstinate perseverance in the incredible blunder of the orders in council, which a total want of *talents* could alone account for, I immediately foresaw, and foretold, a serious injury to our navigation laws, and a war with the United States. This is an anti-climax, I allow, in point of consequence, but I am chronologically right. The licence mania, which was the natural offspring of the unnatural orders, invariably acted to the rapid decay of our nurseries for seamen, and per contra, has materially benefited those of other countries; of countries which, in the chapter of accidents, may very possibly, at least, be one day our enemies, though now called our august allies: the principle tie of which alliance is, however (so my fears suggest), the indulgence granted us, of supplying certain sums of money, by the operation of which, to endeavour to force Buonaparte to a *continental* peace; and I apprehend the views of our august allies go no farther; there is not one them, not even his Majesty of Sardinia, our tawney friend in Asia, nor even the worthy successor to St. Peter's chair, or the throne of Mahomet, to whom we have been such strenuous supporters, and coalesced friends, who is ready to join in our views. Having been so far right in my prognostics, I should consider the present appearances of things to augur with respect to *foreign* relations, and at no great distance of time, a general maritime war against our *maritime* rights—At home I expect—but I will try another session of Parliament before I venture on a subject so alarmingly serious.

As these maritime rights are so much talked of, as our maritime greatness has been the means of our ascent to our present plenitude of power, and is the *only* means which can prevent a rapid descent from it, they are well worth a most serious consideration; serious, indeed, if the consequence of their maintenance is to be the prolongation of the miseries of war, and the nursery of those vast swarms of moral, of political, as well as individual, evils which sweep in its devastating and pestiferous train.

To be honest, Mr. Editor, should we not, however, drop the term *rights*, and read maritime *power*? For what are those contested rights, but the effects of that gigantic naval power, which has encreased with so much national glory, and which was probably foreseen by the great father of our liberties and laws, as well as the fountain from whence that power sprung, the never yet equalled, the hardly ever imitated Alfred! I think it proper to call all things by a right name, and I sometimes think that the term *rights* is occasionally as much misapplied, as the word *loyalty* is so frequently in the mouth of a modern tory. Be the name, however, right or wrong, if the system is requisite for the safety of our island, the gauntlet is justly thrown, and we must abide by the tilting which will ensue. If they are *rights*, they will bear discussion at a congress, but if they are merely the offspring of *power*, by power they must be maintained, and we must fight for their continuance. This is what I expect, for at any rate they appear to have become an *establishment*, and (excuse me for repeating the truism so often) "all establishments die of dignity," &c. &c. I want to repeat it till the charm is broken, that mystic spell of adherence to error "big with the fate of Britain and her sons." As I think, however, that, for this establishment, as well as some others, to take a little wholesome physic in time, would be better than to become sick unto death, and as I wish, most cordially, health, vigour, and long life, to all establishments on which the prosperity of my beloved country depends, I should like to see our national council employed in seriously re-considering (perhaps it may be only even now *considering*) these rights, and carefully examining, whether a little physic, to suit them to the greatly changed times, as we use medicine to suit our bodies to a change of climate, would not be wholesome. I would recommend this special council *at home*, as I would not submit to its consideration *abroad*. I would also curtail or alter our present claims, if they are unjust, and of course impolitic, with the same magnanimity with which I trust they will be supported and maintained, should they be proved to be founded in wisdom and justice. Let us see, whether they are *just*; let us see, whether, what we term *rights*, are really our true *interests*; let us, at least, winnow them well, and see, whether we cannot drive away, with the chaff and dust of time, the seeds of warfare which some enemy seems to have intermixed with the good grain. Consider, also, ye politicians, whether the contended maxims, *that free ships make free goods, that the ocean is the common highway of mankind, that blockade should be real, not imaginary, a thing of deeds, and not of threats only*, would not operate in favour of the different nations of the earth, in proportion to the number of their ships, and the extent of their commerce. As one encouragement to enquire carefully into the truth or policy of these maxims, see whether the duration of a war was ever curtailed by adherence to the contrary system, and whether individual wretchedness has not been deeply felt, and widely spread, without any national benefit. Nations fight like schoolboys; and it does not at all depend upon who was in the right, or rather the least in the wrong, at the commencement, which shall give up first, but luckily, before the one is obliged to cry for quarter, the other has had so many hard knocks, that he is glad to yield it, and will not insist on too hard terms, for fear of rousing the subdued spirit to another contest. In British politics, that principle should doubtless be held paramount, which best tends to the maintenance of our naval greatness; and, although I have thrown out these hints, expressive of the possibility of a doubt, whether we may not be wrong in our present system; yet be assured, Sir, that, as there is no man who sees more clearly the necessity of supporting that great protecting power of these realms, so there is no man who would more resolutely maintain the means of support: and having now suggested the propriety of either making it appear that our's are, indeed, maritime *rights*, and of course, a system of *justice*, or else of making them such, by the curtailment of any unnecessary, impolitic, or irritating excrescences, I will advise the most strenuous means to maintain them; for, even after a due examination by British judges, it may, by no means follow, that their opinion may be adopted by all foreign councils, and should we really follow a system of maritime *rights*, they must be supported by a great maritime *power*. It is wise, then, to consider the greatest force we may possibly have to contend with, and here let me observe, that, to be really mistress of the ocean, our fleets must not only be equal to a contest with either, but with all the navies of Europe and the United States. This would doubtless require great energy and exertion, but we have great resources if wisely applied. Russia, while her principal naval force is confined to a sea navigable but at certain seasons, is comparatively harmless to what she may one day appear, should the Dardanelles be open to admit the action of the navy, she could easily raise in the Euxine. For a time, she will want seamen, but it must not be forgot, that our license trade enabled her to raise many of this valuable description of men, and that her rising navy has been tutored by the talents of many British seamen of great ability, who have been in her service, and enjoyed the advantage of frequent co-operation with British squadrons. I will add, that the peasants of Russia, from habits of prompt obedience, and a peculiarly imitative character form the best, and most ready substitute for seamen that is known.

Suppose France even reduced to limits, which, I confess, I do not expect to live to see, she has ports, which in excellence, as well as number and position, are peculiarly adapted to the fitting out of large fleets, and she now possesses means of acquiring and collecting naval stores at these ports, by means of canals, which will frustrate all the endeavours of our present superiority to prevent. Long, indeed, will it be before she can have experienced officers and seamen; but, although we have made over Guadaloupe (a little prematurely, perhaps, as it may oblige us to give up some more valuable colony, when the barter of peace comes), France will have ships, colonies, and commerce, and, although British skill, valour, and experience, may long triumph over a great superiority of numbers, yet let us not forget, that numbers are, in time, but too likely to preponderate.

The United States will not for ever possess the magnificent waters of the

Chesapeake, Delaware, New York, and the populous and maritime bay of Boston, without possessing also a powerful navy. It is our true interest to postpone the wish of this possession, by peace; but our duty to prepare against it by all the means requisite for war. Of the other European navies I will not now speak, but armed neutralities, and northern coalitions, shew their probable future destiny. Of Spain, that nation whose ships lately so numerous, and which in the hands of any but men degenerated by a paltry tyranny and abject superstition, would have been so dangerous as foes, what shall I say? Should the victories of the great Wellington, and the lessons received by them daily, to shew what union and valour can effect, once rouse the natives of the Peninsula to insist on a good government, and to forget that wretched deserter F. there is a native grandeur, a romantic energy in the real character of the Spanish *nation*, though not in the degenerate, despicable, and base, *nobles*, as they are miscalled, which may speedily rise to something great. It has been a remark in former wars, it has been most fully exemplified in this, that, although the Spaniards too often act badly in bodies, yet that individual gallantry is no where more prevalent. There are men without officers, a fine body with a weak head; change the latter to one of due quality and proportions, and the whole will become in unison heroic. This case is at least possible, we are diligently assisting in its fulfilment; the times will compel them to *think* beyond the present moment even in the land of Segan and Siestas. What, in consequence, would be the result? The Spaniards do not now hesitate to tell you—a war with England. Spain once more a great nation, will never brooke the intrusion of that strip Portugal, to keep her from the shores of the Atlantic. This is already the language of men who would probably act no trifling part in the drama which they thus advertise. Here, then, we have a host of enemies, either positive or presumptive, and not the shadow of even a probable ally! Providence has separated our Island from the Continent, and our *asserted interests* are become more widely separated than the shores, and we have every thing to fear that revenge, rivalship, or jealousy can offer. What have we to hope then? *Every thing* that a people still free, a people who have long dwelt more securely under their own vines, and eat under their own fig-trees, than any other in Europe, can dare in defence of such advantages. Let no profane hand from within attempt to curtail these advantages, to weaken these inducements, but rather, by giving the various establishments, which, in connection, form the whole of the fabric of our constitution, a little wholesome physic as they want it, increase their value by lengthened enjoyment, and their union by the strong cement of patriotic affection, and crown the whole by a zealous diffusion of moral and religious knowledge,

"O, Britain! often rescued, often crowned
Beyond thy merit, or most sanguine hopes,
With all that's great in *war*, or sweet in *peace*!
Know from what source thy signal blessings flow—
Tho' bless'd with spirits ardent in the field,
Tho' covered various oceans with thy fleets,

Tho' fenc'd with rocks, and moated by the main,
Thy trust repose in a far stronger guard;
In HIM, who thee, tho' *naked* could *defend*;
Tho' *weak*, could *strengthen*, *ruined* could *restore*."

To return to our peculiar professional efforts in the great cause, Mr. Editor, let the naval affairs of our nation be put under the direction of naval management; and next, let us hope, that the members of the houses of parliament, not always relying implicitly on every thing the secretary of the Admiralty may chuse to tell them in his speeches, though fluent as the smoothest rill, and the times of their delivery be so fortunately chosen, as to place him on a rostrum of roses, will think a little seriously on the most material of all national subjects for their consideration: And to encrease our naval means beyond calculation, let us banish punishment by information, and desertion by encouragement; and as one very powerful addition to these means, I most patriotically long to see an arsenal on the western shores of Ireland, that most valuable, that misused portion of our Empire. To all appearance, the true bonds of union with the sister Isle have not yet been tried, and I should sincerely rejoice to see the above proposal adopted as a part.

You, Mr. Editor, may probably continue to inform the naval world by your interesting work, long after I shall trouble you for a space in it: yet, I would fain live to see the day when the navy of Britain shall be fostered as it deserves, when it may be ruled by men who will cherish it as the true support of the throne and constitution of our country, and, when your pages will no more be sullied by such proud and ignorant contumely as appears in p. 197 of your 21st volume, or by recounting such speeches as that made by a late first lord, on the subject of the loss by exchange on some foreign stations, and many other circumstances, which even an old man cannot forget.

This letter is meant further to impress upon the minds of the admirals and captains of the navy, the duty and necessity of a petition *that our naval officers may be subjected to the management of those only who have the means of understanding them.*

I remain, Sir, yours, &c. A. F. Y.

P.S. Believing the excellent admiral now in the Baltic to be truly a man in whom power only is wanting to realize most of my wishes in favour of our profession, I cordially join in hopes with all the naval men I meet with, that he may speedily return to that board, where his services may be so essential in this *most critical period of naval affairs.*

* * *

MR. EDITOR,

PERCEIVING the laudable objects of your NAVAL CHRONICLE, and considering the professional hints of individuals, tending to the public benefit and the utility of state, should at all times be submitted, however imperfect, to the correction of abler hands, induces me to request your inserting the following ideas: not as solely originating in me, for I am persuaded they are very nearly those which have occurred to older and better officers, who must have had opportunities of considering and viewing attentively the gigantic and disproportionable increase of our Naval and Army establishments; when compared with the means afforded by the population of our Island.

These considerations, will, I trust, Sir, free me from presumption, and, I hope, plead sufficient apology for submitting my thoughts on a subject of such important magnitude, as that of the better method of bringing up ships boys in his Majesty's service, and thereby improving materially the mode of manning our navy. To effect this desirable and important object, I would recommend the immediate removal of those boys that are employed, to the great prejudice of the service, as officers servants, to the same duties as are imposed on boys that are regularly bound apprentices to masters in the merchant sea service; which would not only constitute them hereafter useful members of society, but, at the expiration of war, would prevent such multitudes of ignorant men, as these poor wretches, according to the present system, must inevitably be, when let loose in the wide world in time of peace—without a trade, without the most common knowledge of the world, mankind, or morality, and perhaps without a friend. Such we all too well may remember were the consequences of the last short interval of war, and without that direful practice is abolished of bringing up boys as officers servants, uninstructed and destitute of a spark of religion, or professional knowledge of a sailor, what consequences may we ultimately not dread? To prevent these evils, and relinquish so obnoxious a calamity, I would substitute (as servants must be had) landsmen in their stead, in whatever proportion the Lords of the Admiralty may think proper. I should imagine the lieutenants might be allowed, without being at all detrimental to the ship duties, each a landsman taken out of his own watch, providing the ship's company were in three watches; and if in two, I would make them, with the other officers servants, keep three watches. As the warrant officers do not rank with lieutenants, two of them should be allowed but *one* landsman; by this, or a similar arrangement, the ship's duty would not possibly feel any loss of strength; the advantages altogether derived by officers boys, and, by these means, to a service of the magnitude and pre-eminence of our navy, must be incalculable.

I find the ages of a first-rate's boys, exclusive of the first class, average fifteen years, which first rate had but very recently been completed from England: wherefore I think it may be pretty fairly inferred, that fifteen years is the average age of the boys of the navy, or at least in effective seagoing line of battle ships; they, it appears, amount to 122 sail, including seven first rates and eight second rates; the number of boys employed in 122 sail of the line, exclusive of those of the first class, amount certainly to no less a number than 5180; consequently the above-mentioned sail of the line, at the expiration of six or seven years, would render at least 4000 able seamen to the country, allowing the other 1180 to be discharged through casualties. When it is considered that Great Britain has, debarring these 122 sail of the line, 677 men of war of different descriptions, in active employment, all which have boys in proportion to their crews, the augmentation of thorough-bred able seamen, which are so frequently wanted, is certainly worthy of serious reflection, and which beyond a doubt would be gained by relinquishing the present system of making boys servants to officers, which system is as repugnant to the views and maxims of good policy, as it ever must be to making these poor boys useful members of society, or efficient seamen. I have another consideration of no small importance at this juncture, when we see and hear of throughout the island, so many munificent establishments for the propagation of religion and education of the poor; and as it includes the morals and education of the whole of the boys in his Majesty's naval service, cannot surely be deemed an unimportant addition to those already suggested: wherefore I do not hesitate to aver, with some degree of confidence, that an order is required, either from the Lords of the Admiralty or the commander in chief of every fleet, directing the captains of their respective ships to appoint a fit person to instruct the boys during stated times in their watches below, in spelling, reading, writing, and arithmetic; and above all, to the chaplains to impress on their young minds a due sense of their God and the religion of the Church of England. Motives of Charity, humanity, and justice, demand these regulations, and will, it is to be hoped, ever triumph over policy, or those of interested individuals; and as in the present instance all are combined to rescue so many poor helpless boys from ignorance and its concomitant vices, I shall, with very many other officers, ardently look forward in hopes of these or similar measures being adopted by the First Lord of the Admiralty.

I am, Sir, your obedient Servant,

BARNY.

Note. I am perfectly aware that the naval chaplains are enjoined by the Naval Instructions, Articles 2 and 4, to apply to the captain to appoint a fit person under his direction to instruct the boys in reading, in the catechism, and to explain himself the Scriptures. Many reasons may be advanced to prove how difficult it is for the reverend gentleman to accomplish this design; the most prominent is that of the boy's having to attend on, and to his master, and other uncontrollable obstacles, which will only exist as long as the present practice does of employing boys as servants; and I am also acquainted, that the Articles 2 and 4 are notoriously neglected, with few exceptions, in the small number of ships that have chaplains; but, in justice to so respectable a class of men, I beg that these or my other remarks may not be considered as reflecting on the chaplains of the navy.

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MR. EDITOR, *14th September*, 1818.

HAVING, in my former letter, which you have been so kind as to give a place to in your very useful work, ventured to urge the propriety, or rather, the necessity of some change in the constitution and arrangement of the board of Admiralty, I feel encouraged to enter a little more into the detail of the matter, from observing, that your zealous and able correspondent A.F.Y. (of whose *personalities*, however, I do *not approve*) appears to have thought on this subject nearly as I have done, and at the same time; and, considering our distance and total ignorance of each other's opinions, this is remarkable. That the board of Admiralty has too heavy a load of business, cannot, I think, be denied; and the transaction of this business, so very important, as it is, must be impeded, in no small degree, from the arrangement which now prevails; by which every matter of importance, every new plan, every necessary arrangement comes under the consideration of the *whole* board; by which every individual sitting there must turn his attention and direct his thoughts to a multitude of different matters at the same time, or take them upon trust, and be influenced by the opinion of his colleagues or advisers, which I believe to be too much the case. To remedy this evil, so glaring and manifest, two plans have occurred to my mind, as well calculated for that purpose; the first I have already mentioned in former letters; viz. the formation of *a secondary board*, for considering of, and reporting upon, all improvements relative to every department in the naval service; the alteration of old systems, correction of prevailing abuses, &c. I need scarcely say, that this board should be composed of naval officers *entirely*, and might consist of *five* members, *three* of whom, at least, ought to be admirals: I believe the whole number might be easily spared from their long list without being missed: serving in this manner, however remote from glory and honour, they might render many and most important benefits to the country and to their profession. The second plan differs not very materially from the other, except that, I think, were it adopted, its advantages would be still more widely diffused, and afford the means of carrying on the business of the naval service with much increased vigour and effect—it is, to increase the number of the Lords of the Admiralty to ten, including the First Lord; all of whom (with, perhaps, the exception of the First Lord) should be naval officers; five or six of the highest rank and experience, the others selected for their knowledge and acquirements on particular subjects, such as naval architecture, marine surveying, useful discoveries or improvements, &c. &c.; this enlarged board to be divided into *three official ones*, taking charge of separate and distinct parts of the service, and each regulating their own concerns without the interference of the others, farther than that the whole board should have stated days of meeting, three times a week, perhaps, to receive reports, &c. on the general business of the office, to consider of the most important matters connected with the navy, and every other subject not exactly belonging to any one of the three boards. The First Lord to preside at each of the separate Boards, as he conveniently can, and to affix his seal of approbation to all their proceedings, the members of the board signing after him. By appropriating to each board so many departments of the service, in the manner above stated, it is clear, I think, that the business of the Admiralty would be greatly accelerated, more maturely and scientifically considered, and the country better served than it now is; nor do I mean to detract from the merits of the present board; on the contrary, I am persuaded none of the late boards have exceeded them in *good intentions*; although it must be allowed they have slumbered, having generally shut their eyes, until *Jonathan*, by a hearty slap on the face, made their ears ring. For instance—were they not *warned* to reinforce our squadrons on the West India and South American stations? did they choose to do so, until the depredations of the Americans were daily detailed to them from Lloyd's? They were advised of the probability of American cruizers intercepting our Archangel and Greenland ships, did they send an adequate force there until Commodore Rodgers put them on the alert? The country expects these things to be *guarded against*, as well as *remedied—when it is too late*, and the mischief done. Our immense naval force well warrants such expectations; and *were fit and proper men only* placed at the Admiralty, these expectations would not so often be disappointed.

No board has, as yet, been so ready to *take* advice as they ought to be, for they may be often well advised, and cannot lose any thing by giving consideration to what is well meant; but they are wise in their own conceit, and the country suffers from their obstinacy; were the board composed of naval men *only*, I think this would more seldom happen, as they have their own experience, at any rate, to judge from, allowing they were equally unwilling to profit by the experience of others.

It is agreed on all hands (and I congratulate the naval service and British seamen on having such advocates in their behalf as A.F.Y. Eolus, and Impartial), that great changes and ameliorations in the practice of manning our fleets, and *procuring* and *preserving* our seamen, are absolutely necessary, and must soon take place; may these changes be committed to the management of men well acquainted with the service—with the habits of sailors—with their deserts, and their unquestionable rights; for will it be maintained, that men who have served their country afloat for twenty years, are entitled to no estimation and to no remuneration from their country? forbid it, justice! I admit the delicacy, the difficulty, of changing the system now practised; but necessity, alone, justified its adoption, and that now demands something else to be done, to prevent our fleets from being *unmanned*, or peopled with lubbers only, whilst our able seamen will be found serving other countries, where their services are more highly estimated and better rewarded. Let it not be said the picture is too strongly drawn or highly coloured; facts speak for themselves; and every day furnishes additional proofs that we are losing our seamen; that the length of the war and the inadequate returns for *long service* are the causes of such a loss; and it is one which unquestionably demands immediate attention. I ought, in a former letter, wherein I mentioned the names of Sir Charles Pole, Earl Galloway, and Captain Bennett, to have included that of Admiral Patton, who was certainly one of the first to think and write on this subject; and, although hitherto an unsuccessful advocate, he will not be so always. To do good, the new-constituted board must be composed of *scientific*, experienced, active-minded men, of no ostensible party; and they must not be changed with every change of ministry.

Yours, &c. NESTOR.

P. S. A. F. Y. in your last Number, pays a just tribute of applause to your well-conducted Work; and with him I should rejoice to see its valuable information more widely diffused.

MR. EDITOR, *October* 15, 1813.

IT has ever been a matter of surprise to me, when I have considered the situation of officers of his Majesty's Navy, that no method has yet been devised to secure to those advanced in years, and incapable, from that and other circumstances, of further exertion, some addition to the *wretched pittance* afforded them by the country, and, to those in actual employment, a compensation for the accidents of fire and shipwreck, with all the other disasters to which, from the nature of the service, they are frequently and unavoidably subject. How inadequate the half-pay is to the purposes for which *we must suppose it intended*, will be apparent to every person who will give it a moment's reflection, and who can visit, in imagination, the miserable abode of the worn-out veteran, and paint to his fancy the sufferings and distresses of the unhappy tenant—of *him*, who, perhaps, has contributed, in no trifling degree, to uphold the lofty character of his profession, and whose mind, elevated by a conscious sense of superiority, and proud from the recollection of past occurrences, can ill bear the pressure of extreme poverty, and the yet more galling idea of the *contempt or pity* which, in our days, are its invariable attendants. It is, I fear, a melancholy truth, that very many are now silently enduring *all that* I have described, and many others must, at no distant period, be in similar circumstances—The war cannot be interminable, though nearly a whole generation has passed by since its commencement; at all events, the mental and bodily powers will cease or diminish in their due course, and, in a maritime life, have, but too often, a premature conclusion, from incessant and wasting efforts, and the debilitating influence of unhealthy climates. To alleviate, as far as possible, without direct assistance from Government, the difficulties to which such persons become liable, is one part of my plan; and to secure those actually employed from the inconvenience arising from the loss of the property they carry with them, and which, not unusually, comprises all they possess, is the other. I am not prepared to say, that the measure would *at once* answer the ends I ardently wish, but I think there can be little doubt that it would materially contribute thereto; and, situated as the people in question now are, *even palliatives should not be rejected.* What I recommend, Mr. Editor, is, the establishment of a society for the two distinct purposes before stated; something in the nature of many now existing, but upon a more extended scale, and affording, I should hope, superior advantages, combining with every thing they *do possess* a certain degree of liberality and respectability which they *may not.* I propose, that every person bearing a commission or warrant, ranking as such, and who is not incapacited by narrow incomes, should become a member, and give his support, by annual contributions, in proportion to the remuneration expected hereafter, and the value of what they are solicitous to insure. There are at present, I fancy, nearly *eight thousand* officers in the naval service. Suppose, for the first purpose of a future provision, *one half only* of them were to subscribe, in different degrees, what would amount in *the aggregate* to *five pounds each*; here, then, is the very ample sum of *twenty thousand pounds*, to be applied every year, wholly or in part, the residue being funded for time to come, to the relief of the indigent and unfortunate. Many would lend their assistance to this institution from motives of humanity alone, and doubtless would never be so situated as to want relief; others would subscribe without the thought of ever requiring aid, but with the desire of meeting the possibility of such an event: and few, I trust, would be indifferent or lukewarm upon so interesting an occasion. I know too well the manly and generous dispositions of British officers, to conceive that any can be found among them, in the present enjoyment of independence, so sordid as to withhold his support from those who are deprived of that blessing; and also, that but a very small number would receive the benefit of their subscriptions until circumstances should compel them; though I would secure to every one, without inquiry, if he chose to demand it, a pension adequate to the sum paid, and the length of time he has been a member; and I would grant *present advantages* to those *in need*, who, when young and actively employed, *had not the chance of such an institution*, but most certainly excluding *all that are not so*, and who should *now decline their assistance* from any *help hereafter*. To soothe, as far as possible, the wounded feelings of those, who should be pensioned without having contributed a full share to the general stock, their names should *not* be published, and known only to a select committee.——The other end of the proposed plan has not the same extent, but will be found of material import to the *rising generation*: it is by an annual payment, or a certain quota down, to insure to those *positively employed* the value of their moveable property. I imagine there is scarcely an officer now afloat, whose clothing and other necessaries are not worth, *to him at least*, the amount of *two years' full pay*; and I need not describe the real distress accompanying the loss of it, when it is considered how many have no other resource than what they derive from their profession. Even to those otherwise circumstanced, the safety of their property is an object of consequence; and *all*, I doubt not, would be glad to provide against the risk of being deprived of it.——The assistance, Mr. Editor, which numbers have derived from the Navy Charitable Society, even upon the small scale upon which it is conducted, proves, *almost without an observation*, what would accrue from an establishment upon the compass I recommend, which secures, *by a trifling annual payment, chiefly from those in full pay, and in the possession of health or competence*, a provision for the infirmities of age, the changes of fortune, and the dangers of accident. Should my hints ever be acted upon, and they want, I think, only the influence of rank to cause them to be so, there will be found, of course, very many regulations necessary, which have not been adverted to, and many matters for examination, which I have passed unnoticed. My idea has only been to lay a *foundation, leaving to abler heads* to rear the *superstructure*. I have considered the business with great attention; carefully weighed all the objections which occurred to it; and the result of my researches has been, the full conviction of its *eventual* practicability. Whether the trouble I have bestowed will ever be of use is another affair; but if, at any future period, it should be the means of irradiating with a smile the care-worn features of a single individual, I am *more than recompensed.*

NAVALIS.

MR. EDITOR,

AS we are so frequently mortified by accounts of captures of our richly laden merchantmen along the Kentish shore of the Channel coast, and even under the very Cliffs of *Dover*, I wish to know, whether it be not practicable to open one of the Cinque Ports by piers, giving twelve feet of water; from whence fast-sailing luggers might readily put to sea at any time, and be thus enabled to protect our commerce on this exposed coast, with equal facility, at least, with the enemy, who, by such nautical constructions, sail from the Bar harbours of Dunkirk and Ostend at any time of tide, to assail it?

Yours, &c. MERCATOR.

Marine Law.

A COURT-MARTIAL was holden on board H.M.S. Hibernia, at sea, on the 14th day of July, and continued by several adjournments, till the 22d, for the trial of seven seamen belonging to H.M.S. Resistance, for mutiny, &c. The following sentence was passed:—

At a court-martial assembled on board H.M.S. Hibernia, at sea, on Wednesday the 14th, and held by several adjournments, the 15th, 16th, 17th, 19th, 20th, and 22d days of July, 1813. Present,

PRESIDENT,
Sir WILLIAM SIDNEY SMITH, Knt.
Commander and Grand Cross of the Royal Military Orders of the Sword and St. Ferdinand, Vice-admiral of the White, and Second Officer in the Command of H.M. Ships and Vessels employed in the Mediterranean.

ISRAEL PELLEW, Esq. Rear-admiral of the White and Captain of the Fleet.
Sir RICHARD KING, Bart. Rear-admiral of the Blue.

Captains.

Robert Plampin.
Robert Rolles.
Thomas James Maling.
Charles Thurlow Smith.
John Erskine Douglas.
Sir Edward Berry, Bart.
Thomas Francis Charles Mainwaring.
William Stewart.

Captain Heathcote, of H.M.S Scipion, who is senior to Captain Maling, and Captain Coghlan, of H.M.S. Caledonia, who is senior to Captain Mainwaring, having certified the President of their inability to attend through ill health.

The court, in pursuance of an order from Sir Edward Pellew, Bart. vice-admiral of the red, and commander-in-chief of H.M. ships and vessels employed in the Mediterranean, dated the 2d July 1813, and directed to Sir William Sidney Smith, vice-admiral of the white, and second officer in the command of H.M. ships and vessels employed in the Mediterranean, proceeded to try John Smith (1), captain of after-guard; Peter Lawless, A.B.; George Baylis, captain maintop; William Clark (1), A.B.; William Lingey, A.B.; Thomas Griffiths, A.B.; and James Welland, A.B.; of H.M.S. Resistance, for a breach of the nineteenth, twentieth, and twenty-first articles of war; and the two last-mentioned; viz. Thomas Griffiths, and James Welland, for a breach of the twenty-second article also; and the court having heard the evidence in support of the charges, and also what the prisoners had to offer in their own defence respectively, and having maturely and deliberately weighed and considered the whole and every part thereof: is of opinion, that the charges have been proved against the prisoners John Smith (1), captain of after-guard; Peter Lawless, A.B.; Thomas Griffiths, A.B.; and James Weiland, A.B. That the charges have been proved in part against the prisoners George Baylis, captain of main-top; William Clark (1), A.B.; and William Linzey, A.B. The court doth therefore adjudge the following punishments:—That the prisoners John Smith (1), captain of after-guard; Peter Lawless, A.B.; Thomas Griffiths, A.B.; and James Welland, A.B.; shall suffer death, by being hanged by their necks until they are dead, at the yard-arms of such ship or ships of H.M. and at such time or times as the commander-in-chief of H.M. ships and vessels employed in the Mediterranean shall direct. That George Baylis, captain of main-top, shall receive five hundred lashes; that William Clark (1), A.B. shall receive four hundred lashes; and that William Linzey, A.B. shall receive one hundred and fifty lashes, with a cat-o'-nine-tails on their bare backs, alongside or on board of such ship or ships of H.M. and at such time or times, and in such proportions, as the commander-in-chief of H.M. ships and vessels employed in the Mediterranean shall direct; and the prisoners, John Smith (1), captain of after-guard; Peter Lawless, A.B.; Thomas Griffiths, A.B.; James Welland, A.B.; George Baylis, captain of main-top; William Clark (1), A.B.; and William Linzey, A.B.; are hereby so sentenced to suffer accordingly.

But a doubt having arisen in the mind of the court on points of law, as to the mode of proceeding, though not as to the facts proved against the prisoners: The court is therefore of opinion, that no part of this sentence should be carried into execution until the minutes of the proceedings shall have been submitted to competent law authority for decision, as to the points of law in the mode of proceeding.

(Signed by the Court) RICHARD SPEARE,
Officiating Judge Advocate.

A court-martial was holden on board H.M.S. Hibernia, off Toulon, on Friday, the 13th day of August, for the trial of Henry Martin (A.B.), of H.M S. Scipion, "For having, on or about the 30th of July, robbed the bag of George Brown (A.B.), of a blue jacket and trowsers, and for having afterwards sold the same to a soldier of the Spanish service, and gotten drunk." The charges being proved in part, the prisoner was sentenced to receive 200 lashes round the fleet.

The same day a court-martial was holden for the trial of William Chaffer, private royal marine of H.M.S. Aboukir, "For having been frequently guilty of drunkenness, and behaving himself in a contemptuous and mutinous manner, but particularly so on the evening of the 24th of July." The charges not being proved, the prisoner was acquitted.

PLATE CCCC.

PRIOR to the general use of chronometers and lunar observations, it was customary for ships bound to the oriental seas to endeavour to see the islands St. Paul or Amsterdam, for a correction to their longitude. The two islands are nearly on the same meridian, distant from each other about 17 leagues, and may be seen about 20 leagues distance in clear weather.

In 1697, the Dutch navigator Vlaming examined these islands, and called the northernmost Amsterdam, and the southernmost St. Paul. The latter, which is the largest, the most accessible, and the best known, is sometimes called Amsterdam by the English. It extends N.W. and S.E. 8 or 10 miles, and is about 5 miles in breadth; when it bears N.E. 3 or 4 leagues, the body of the island exhibits a horizontal line, declining regularly to each extremity.

On the east side of the island of St. Paul, there is an inlet to a circular basin, which has been the crater of a volcano, and into which the sea ebbs and flows over a causeway at the entrance of the inlet. A head-land appears on each side the entrance; and a rock, 80 or 90 feet high, resembling a sugar-loaf or nine-pin, stands on the north side of it at a small distance from the shore. Abreast the basin, nearly a mile from the shore, there is good anchorage with westerly winds in from 21 to 23 fathoms, the ground black sand: this is the only place where a ship can anchor with any degree of safety; the bottom being rocky, and the water very deep, near the shore along the south-side of the island. A reef, on which the sea breaks, projects out a considerable distance from the western extremity. American, and sometimes English vessels, leave part of their crews on this island, to kill seals, &c. and return at fixed periods for the oil and skins procured by their people. One of these vessels, a few years since, was at anchor off the basin, when a sudden gust of wind drove her on shore, where she was wrecked, which demonstrates that this anchorage should be resorted to with caution. Vlaming says: "Near the right road is a salt-water pond, whereto the seals go over the rock that separates it from the sea about 20 paces; this pond is shaped like a half-moon, and about a pistol-shot long." But this pond is now a fine large basin, at least 2½ miles in circumference, forming almost a complete circle: it is, therefore, probable, that since Vlaming's time the sea has found the present channel into it, and enlarged it to the present size.

In 1770, the ship Morse sent her boat ashore on the Island of Amsterdam; part of the crew landed with difficulty, and found this island covered with high grass and shrubs; but very little water could be discovered.

In 1789, Mr. John Henry Cox anchored at the island of St. Paul, on his voyage to the N. W. coast of America. His narrative is as follows:—"May

30th. At 8 P.M. anchored in 20 fathoms, black sand like wet gun-powder, nearly in the spot that Vlaming did in 1697. When at anchor, the S. E. point of the island bore by compass S. W. b. S. 2 miles; N. E. point N. ½ W. 2 miles; entrance into the basin W. b. N. 1¼ mile; sugar-loaf W. N. W. 1 mile. May 31st. proceeded in the boats abreast of the vessel toward the shore, which is here a sort of causey formed of large pebbles, appearing as if raised by art; in the middle of this we saw an opening, about a pistol-shot wide, into a basin or lagoon, where a great many seals were playing: a strong tide running out of the entrance at least 2½ knots, it being nearly half ebb, with some difficulty got the cutter over the bar, which is formed of loose pebbles; we were then in deep water, as smooth as a mill-pond, though the sea ran very high without. We landed on the north side of the entrance, where we found seals innumerable; after killing many, we went in search of fresh water, and for that purpose began to ascend the only accessible part of the hill; the seals had formed a good path for a considerable part of the way up; but beyond this we found the ascent obstructed by large tufts of coarse grass, which in Vlaming's time were 8 or 9 feet asunder, but now close together, so that we were obliged to return, though it must have been on these heights that he found water: indeed, had we reached the top, and found any, though it might have supplied present expenditure, and in that light would be valuable to a vessel which made any stay here, it would be endless work to attempt watering a ship from hence. The basin is between 2 and 3 miles in circuit, having 29 fathoms in the middle, 27 and 28 within 150 yards of the shore, 7 and 8 close-to. Around it is table land rising in some places nearly perpendicular from the border of the basin, and covered with grass, which gives a pleasant appearance. In rowing round, saw smoke rising among the stones in several places close to the basin; we landed and found the water so hot that we could not bear our hands in it. A pocket thermometer, which in the open air stood at 62°, when put into the water rose to 190°, and then in about a minute fell to 185°. I tried it in several other of the hot springs at different parts of the basin with similar results: sometimes in the same hole it fell to 182°, and then rose again to 187° or 188°. Our people, who were on shore sealing, constantly boiled their dinner of fish in some of these springs which are in all parts close to the basin, and in some parts mix with and heat it to a considerable extent; and as all parts abound with fish, and no art is requisite to catch them, one of the boys would in five minutes catch as many as the whole party could eat; so that, as Vlaming says, you may literally throw the fish fastened on the hook out of the cold into the hot water, and boil them. June 1st. At day-break, being clear to the northward, saw from our anchorage the island Amsterdam, bearing by compass from N. 10° E. to N. 22° E. June 5th, P.M. blowing very hard from N. E. with a great sea, we determined to run down under lee of the island. At 5, got a spring on our cable to cast, cut it close to the splice, and went to sea. We lay in a very good berth to clear the island on either side, but it would be safer for a large ship to be about two cables length farther to the eastward, and upon the appearance of blowing weather to go to sea immediately, and run to leeward of the island, where smooth water will be found; and as the easterly wind is never of long continuance, she would soon regain the anchorage. The tide rises about 3 feet; high water at full and change of moon about 11 o'clock. Off the west and the north points of the island, breakers project about ½ mile. There is not a shrub on this island, though the other island to the northward is covered with them; coarse grass and reeds were the only vegetables seen. A sort of turf, composed of the decayed fibres of the grass and reeds, burned very well. During our stay we killed 1200 seals, and, could we have stayed longer, might have got as many thousands. Many whales were constantly playing about the ship; several of our people who had been in Greenland said, they were the spermaceti fish. In the basin we caught bream, red perch, and a fish resembling tench: on board we caught chiefly a sort of bream striped like a mackarel; of these so many were caught the first day, that besides salting and pickling several barrels, we threw some hundreds over board. The fish should be gutted and salted the instant they are caught, and, in particular, not be exposed to the rain, which prevents their taking the salt, as we found to our cost; for several barrels, which had been in the rain before they were packed, turned out, on inspection, good for nothing. The stones round the basin are of a dark blue colour, very hard; most of them bear marks of fusion, and some are burnt to a cinder."

In 1793, the Hindostan anchored about 1¾ mile E. from the entrance into the basin; on examination, it was found to be the crater of a volcano, the circumference of which round the water's edge was 2,980 yards, or nearly 1¾ mile: by taking the perpendicular height of the surrounding sides at 700 feet, and the angle of their inclination at 65°, the grand circumference of the crater will be 2 miles 160 yards. The average height of the sides being taken at 700 feet, the depth of water at 29 fathoms, or 174 feet, the whole depth of the crater is 874 feet; and it is a pretty regular ellipsis. The entrance into the basin about 25 yards wide, is formed by two narrow causeys, or ridges of rocks, that run out from two peaks, which terminate the sides of the crater, one on each side; that on the right is 743 feet high; at its foot on the causey there is a hot spring, at which were boiled some fish, wherein the thermometer stood at 212°; and this is the general standard of heat at all the springs round the water's edge. From the ship at anchor subterraneous fire was seen to issue from various crevices on the island during the night.

The people who have been long on the island of St. Paul, sealing, describe the weather to be fine in the summer, but stormy during the winter, whirlwinds sometimes tearing the water from the surface of the crater: torrents of rain from the clouds, which burst over the hills, pour down and form ravines in them. As it frequently blows strong westerly gales, with thick weather in the winter months, it must be very desirable for navigators running toward these islands at such times, to have a knowledge of their true situation. Patches of sea-weed extend to a considerable distance from them, but are not always observed in approaching them from the west, particularly when the winds blow from this direction.

Amsterdam, the northernmost island, is thought to be about 12 miles in circuit: it is very difficult landing on its shores in any part, the sea generally breaking against them.

Vlaming anchored at the south part of the island, on a spot about a cannon-shot from the shore, in 16 fathoms black sand: they landed, but found no water on this side; the bushes and rushes with which the island abounded made it difficult to penetrate into the interior.

In 1792, March 29th, it was passed by the French Admiral, D'Entrecasteaux, who remarked that some little rivulets were perceived on the S.E. side, and that the mountains sloping here would afford an easy landing in favourable weather. It then appeared all in a blaze, the smoke indicated vegetables on fire; it was probably ignited by sealers or by lightning; and consequently now there may be but few shrubs on it.

The variation of the compass in 1747, was 17° 35′ W., in 1764, it was 18° 45′. In 1789, Mr. Cox made it 19° 45′, in 1793, the variation at the crater of St. Paul was 19° 50′ W.

Concerning the geographical site of these two islands we possess the following *data*:—1st, with respect to St. Paul, the "Requisite Tables," 1802, place it in latitude 38° 44′ S. longitude 77° 18′ E. the observations of several ships agree in making the latitude of the anchorage off the basin 38° 42′ S. and the south end of the island 38° 47′. The longitude seems not so well settled hitherto. Captain W. Bligh made it by chronometer 77° 17′ E.; two other ship's journals (which have been seen by Mr. Horsburgh), place it nearly in the same longitude by chronometers. The mean of observations by moon and chronometers, taken on board 10 ships outward bound in different years, gives 77° 51′ E. The fleet for China, under convoy of H.M.S. Athenienne, hove-to under lee of St. Paul's, October 11th, 1804, and by mean of lunar and chronometrical observations on board of 9 ships, the longitude was found to be 77° 53′ E. 2dly, Amsterdam is placed by the "Requisite Tables" in 37° 51′ S. 77° 44′ E.; by the *Connoissance des Temps* in 37° 48′ 30″ S. 77° 20′ 6″ E. Mr. Horsburgh says, that from the best accounts it is in latitude 37° 52′ S. and on the same meridian as St. Paul, namely, about 77° 53′ E.

I. S. S.

PHILOSOPHICAL PAPER.

Specification of a Patent granted to Mr. FRANCIS CROW, *of Faversham, in Kent, dated January* 30, 1813, *for certain Improvements in the Mariner's Compass, commonly called a Storm, or Boat's Compass. The Improvements relating immediately to the Compass are as follow. It is suspended in gimbols in the usual way.*

THE card or index of this compass is constructed of two concave metallic plates, which are hermetically sealed or soldered together, forming a lens, within which is fixed a magnetic needle; in the centre of the superior side of the above described card or lens, is fixed an inverted hollow cone, to receive a metallic point hereafter described: and to the centre of the inferior side of this card or lens, is attached a small weight or ballast, keeping the said card or lens in an horizontal position, and at the same time to adjust the pressure on the point of action. Upon the superior surface of the aforesaid card or lens, are marked the points and degrees of the compass; the above described card or lens floats in a liquid, which liquid is contained in a metallic bowl; round the superior part of the bowl is a chamber, communicating with the bowl, and construcled with a spring valve, admitting the escape of expanded air, or replenishing the liquid in the bowl, when required. The liquid contained in the bowl is alcohol, which is not liable to freeze in the greatest degree of cold. The liquid is confined in the bowl by means of a glass plate, strongly secured and cemented into the said bowl; in the centre of which glass plate, on the inferior side, is fixed a metallic point, which is received into the aforesaid hollow inverted cone, on the superior side of the above described card or lens; keeping the said card or lens in its place, and at the same time allowing the utmost freedom of circular motion. To the centre of the external and inferior surface of the bowl is attached an arm or rod, at the extremity of which is fixed a tender spring, which is received by a concave metallic dish, attached to the compass box underneath the said bowl, on the surface of which dish the said spring freely acts, and stops the vibratory motion of the said bowl.

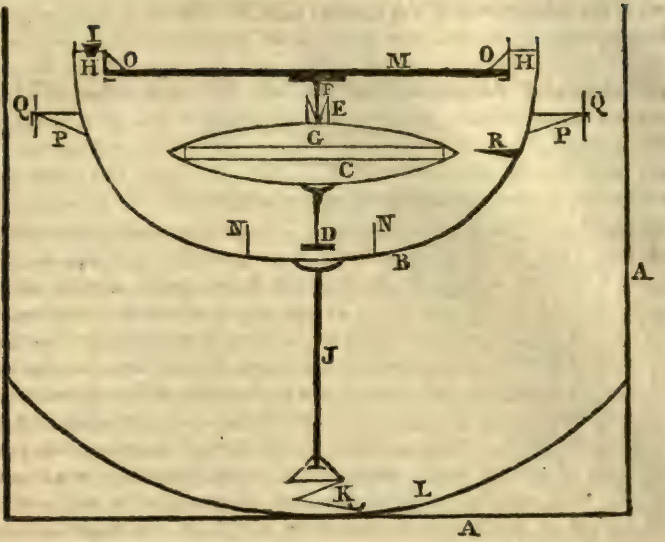
The peculiar advantages of the above described compass, which render it superior to other compasses, are as follow:

1st. The compass, while it retains its true horizontal level, is by means of the spring acting on the bottom of the bowl, deprived of the oscillation or vibratory motion to which other mariner's compasses are subject; which motion is communicated by the agitation of the vessel or ship.

2d. The card, or lens, while its circular motion is undiminished, is also, by means of the medium in which it floats, deprived of the oscillation or vibratory motion.

3d. The wear of the point of action by friction, from the weight of the card, a fault so detrimental to other compasses, is in this altogether obviated; since the pressure upon the point acting in the cone by which the card is kept in its place, is equal to the weight of about twenty-four grains; whereas the weight acting on the point of suspension, in the common mariner's compass, is seldom less than an ounce and a half, or seven hundred and twenty grains. From all the above enumerated circumstances, this improved mariner's compass has been proved to retain its magnetical meridian when exposed to the utmost effect of the most turbulent sea, even in a boat of the smallest size.

N.B. I also make use of another method of stopping the vibration of the bowl, after the following manner, *viz*. a piece of hard metal, or other hard substance, forming a segment of a sphere (the radius of which arises from the line of suspension), is attached to the inferior side of the said bowl, acting against the extremity of a tender spring, arising from the side or other part of the compass box.



A. The wooden box, about eight inches square.
B. The copper bowl, about six inches diameter.
C. The card, or index, about four inches diameter.
D. A weight, to keep the index in an horizontal position, and to adjust the pressure on the point of action to about twenty-four grains.
E. The inverted hollow cone.
F. The point of action, which is riveted on a copper plate, and cemented on the inferior side of the glass plate M.
G. The magnetic needle.
H. The chamber, communicating with the bowl, which bowl is *filled* with alcohol: the use of the chamber is to replenish the spirit when required.
I. Is a valve, with a spring, to admit the escape of expanded air in a hot climate.
J. An arm, or rod, attached to the bottom of the bowl B.
K. A tender spring of copper, which acts in the concave dish, and stops the vibratory motion of the bowl.
L. The concave dish of copper.
M. A thick plate of glass.
N. A ring of copper, to prevent the index from being thrown from the point or centre of action.
O. Is cement or putty, to secure the glass in its place.
P. The arm or point of suspension coming from the bowl, which is supported in the gimbol ring in the usual way.
Q. The gimbol ring.
R. Lubbers point.

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from page 223.]

BULLETIN THE ELEVENTH.

DEC. 1807.—I passed this evening similar to the preceding one, tolerably comfortable by the gaoler's fire. At day-break, he came to desire me to prepare for the march: his good wife had breakfast ready for me, and made me take a little spirits, as the morning was excessive cold, snowing and freezing very severely; she also insisted upon my putting some bread in my pocket. I was only allowed ammunition bread, which was so hard, and black, that nothing but extreme hunger would induce any one even to taste it. The gaoler was well aware of the disagreeable dungeons I had to pass through in my route to Bitche—told me my funds were very low: he received 9 livres (seven shillings and sixpence sterling), which was all that the Bavarians had delivered up, and only deducted *2s. 6d.* for what I had at his house; giving the remainder to my guard, to advance as I might have occasion for it. I felt very sensible of this man's generosity and disinterestedness; this was, indeed, the most reasonable bill I ever had presented me in France: I requested he would take more, as I was certain it must be in consequence of my reduced finances, that his demands were so moderate: however, he would not. So I took my leave of him and his wife,* and got into my place, which was by the eleventh Corsican's side, to whom I was chained and handcuffed, and another chain passed through the whole of the party, which completely linked us together. About noon, our guards were shifted. The brigade that now escorted us, were the most cruel scoundrels I ever beheld. They placed the chain round my neck under my handkerchief; and on my observing to them, that it must certainly be their design to strangle me, by putting the chain on so tight, they took it in another link, damned me for a rascally Englishman, and clapped on an immense padlock, which was dangling as an ornament under my chin the whole way; and they then screwed on my handcuffs, until the skin was twisted literally off the wrists.........“They knew my name perfectly, and that I had escaped from my guards lately.”........

At night we arrived at Haguenau † gaol. Here I found a Swiss soldier confined; he had lately received his discharge from the British service, had come over from Copenhagen, and was arrested in Germany, and transported into France; where they accused him of being a spy: his passport, discharge, &c. were taken from him and transmitted to Paris. On being discovered talking to me, he was carried away to a dungeon, and not suffered to come out until I left the gaol, which was the next morning at daylight.

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* This is the person I alluded to as an exception to the gaoler at Arras.

† Haguenau, a small fortified town, seated on the river Mottee. It was formerly Imperial, and had been taken and retaken several times in the late wars between the Austrians and Kings of France; is four or five leagues north of Strasburgh.

We were placed in the same marching order, with this exception; the chain was passed over the shoulder and under the arm like a soldier's belt, instead of round the neck. In quitting the town, I had a view of the miller's house, and the part of the river I had crossed some nights before. How different were my sensations at this moment, to those I then had felt!..........At about 5 in the afternoon we arrived at ———, an open town. The cold was very intense—snowing hard all day. For our comfort, we were put into one of the most filthy dungeons that ever mortal beheld—scarce room to turn round in it, and only a small hole in the door to admit air. The Corsicans appeared to feel a great deal for my situation; and observed, that they ought not to complain, *when a British officer was used in so horrid a manner.* They were permitted to go out of the dungeon to get some refreshments, which the charitable inhabitants sent them. But the Sacré Anglois was not suffered to move; and I had great difficulty to procure a morsel of food, which was handed me through the air hole, and which they charged double price for. My companions soon returned, and they placed their knapsacks for me to lie on. This hole was so small, and there was such an abominable smell, that I never expected to survive it. Two of these unfortunate wretches were seized with a diarrhoea, which continued the whole night, and added greatly to the odour we already had. I never passed so dreadful a night. The misery I was in is beyond description; the night appeared to have no end. At last, the chearing moment arrived, which was announced by the usual sounds—rattling of keys, creeking of doors, bolts, &c. A gend'arm presented himself, and with a gruff overbearing voice, desired us to prepare for our march: he had very little difficulty in getting this summons obeyed; but he told us, we must first of all clean out the cell, and empty the close-st—l. "Where is the Englishman?" said he, "let him do that part." I advanced, and told him, "I absolutely would not—I had caused no accumulation of filth since my arrival, therefore was determined not even to assist." The fellow was getting into a rage, when the soldiers interfered, and assured him that what I stated was true, and they insisted upon their cleaning the dungeon; which being done, we commenced our march as before; the two sick wretches were not exempted from fetters, although the weather was excessively inclement—blowing and snowing right in our teeth: my wrists were quite swelled and sore. However, this was the last stage, and I expected at least to get clear of the handcuffs. The sick repeatedly requested to halt, where they saw a frozen rivulet, to endeavour to procure some water; but to no effect. Those flint-hearted brutes would not suffer them, and the poor creatures ate fists full of snow, to try to extinguish their burning thirst. They would not even condescend to unchain them on any occasion, and they were consequently exposed on the high road to every body.

(1807.) At noon the high turrets of the mansion I was going to inhabit presented themselves to my sight: the outward appearance was of itself sufficient to strike the mind with horror—the idea of being shut up in this detestable fortress for (perhaps) the remainder of my existence, was not of the most pleasing nature: however, death was much more preferable than a continuation of my persecutions; and I sometimes wished to be favoured with a visit from him. In an hour I was in the centre of the fort—stared at on all sides by my unfortunate countrymen, who happened to be out of their souterrains at this moment to respire. Some I could hear arguing, that I was not a British subject. "He must have been at the head of some banditti—perhaps he is the officer who commanded the soldiers he is chained to—it is impossible that any prisoner of war could be loaded in such a manner, with fetters, &c." Others who recognized me shook their heads, and dared not approach me near enough to ask a question: but I could perceive they imagined I had committed some atrocious offence. Indeed, it struck me, they thought I had killed somebody, which I found afterwards was the general opinion.

It was not many seconds, before my old friends and companions, Messrs. Ashworth and Tuthill, found means to get to me: I never was more thunderstruck in my life, as I supposed they were (by that time) on the passage, or safe arrived in England. Mr. Baker, of the merchant service; and, in a short time, all the others (except Lieutenant Essel, who was dashed to pieces in endeavouring lately to get over the walls), came to see me. Messrs. A. and T. had been arrested about two hours after they had parted from me in the wood. It was so suddenly surrounded by soldiers, peasantry, &c. that it was impossible to attempt escaping them. They never could account for my getting clear. The others, whom we had left with the waggon, never attempted to escape.

The melancholy intelligence of my old fellow sufferer's death, was an additional pang to my anguish and misfortunes. I was anxious to know the particulars; but was prevented, by my companions being driven to their respective prisons, whilst I, with the Corsicans, was conducted to a different part of the fortress, called La Grosse Tête.*

(1807). I shall not attempt describing this fortress; to give a minute detail of its strength, sonterrains, &c. would fill a volume: therefore, I shall only observe, that it is reckoned the strongest fortification in France, is built on the summit of an immense rock, out of which all its subterraneous caves are hollowed—has three ramparts, 1st from 90 to 100 feet high; 2d, from 40 to 50; and the third from 25 to 30: redoubts, entrenchments, &c. innumerable. It appeared a moral impossibility to escape from it, and I was filled with despair on beholding its works. Being now arrived at the dungeon I was to inhabit, my handcuffs, &c. were taken off, and I was shewn in to the deserters, who had been taken to some other quarter. I found a Mr. Worth, midshipman, and a Captain Brine (merchant service), here: the latter was one of those who came from Verdun with me. They were placed on a door, which they had managed to unhinge, and lay as a platform, to keep them out of excrement and wet, which was more than ancle deep: they had a little straw and a blanket. They informed me they had been companions of the unfortunate E——l, in the late attempt to get over the ramparts—were six in number—broke out of their cave—had a rope made of sheets, and were on the point of lowering themselves down, when they were discovered, and the alarm given, which made them all clap on the rope together, that was only strong enough to lower one at a time, or two at most: the rope broke! one was dashed to pieces, and the others, except themselves, so severely mangled and bruised, that little hopes were at first entertained of their recovery. However, they were improving fast, and they expected them in the dungeon in a few days, as they were certain of being punished the moment the surgeon reported them well enough: they had at least to remain thirty-one days in this horrible place. It was about fifty steps under ground—the most dark and intricate passages lead from it to the gaoler's house, who has the watching and superintending of the prisoners, in conjunction with a guard. I had not been more than half an hour in this dismal abode, when a gend'arme came and desired le nouveau arrivé to follow him. I now imagined it was to liberate me (that is to say, from this dungeon), and place me with my companions, Messrs. A. and T. in one of the caves; which was deemed a kind of indulgence—having a bed and fire allowed in the latter; but was greatly in error.

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* The large head or end.

I followed my guide through all the before mentioned passages, and at last arrived at the gaoler's house; where I was accosted in the following words by a man who wore a leather cap and frock coat. "You, Sir, are the person who has given us so much trouble; and has been the cause of the gend'armes having been transported to the galleys."—"Not to my knowledge."—"You are, Sir, and merit the greatest severity that can be inflicted." This induced me to request to be informed what he meant? "I mean, Sir," revociferated he, "that you deserve the severest punishment, for not resting quiet with your guards, and for being accessary to the punishment of them."—I replied, "I was conscious I had only done my duty, in endeavouring to escape from slavery, tyranny, and oppression, and every other cruelty that could be invented. Shewed him the marks I then had on my wrists and different parts of my body; expressing very warmly (at the same time) my detestation of a country that could countenance such treatment."—"Pray," said he, "do you know who you are thus accosting?"—"I really do not."—"Then, Sir, I would have you to know, that I am commandant over all the prisoners confined in this fort; that I have very great power invested in me, and could place you in a moment where you would never be seen or heard of."—I replied, "That I was not aware he was commandant—had not the smallest doubt with regard to his power—was far from having a wish to give him the smallest offence—was entirely in his power—he could therefore act by me as he thought proper." He listened with great attention; became quite soft and mild; was extremely sorry; but could not avoid punishing me. He accordingly ordered me to be conducted back to the dungeon I had just left. My companions procured me something to eat, and I absolutely felt happy (although in so miserable a place) at being with my countrymen: and I had nothing now to fear, but the guillotine, or slavery in the galleys. Another consolation!

Thus, my mind being a little at ease, and my spirits somewhat recruited, I gathered together a few of the scattered straws, laid myself down on part of my comrades' (in adversity) platform, and fell fast asleep. When I awoke it was well advanced in the night; my companions procured a tinder box and candle by some means; we struck a light. They were anxious to hear a part of my misfortunes, which I indulged them with, and heard in return a part of theirs.

There were three livres of my money still remaining; with this, we procured a little spirits from the gaoler, through bribery; which was extremely necessary, the effluvia being very strong and offensive; nearly as much so as in the last dungeon I was in with the Corsican deserters. We had recourse also to smoaking tobacco, which counteracted in a great degree the effect of the unpleasant smell.

I could not help remarking to my comrades, my astonishment at the strength and security of this dungeon! It surpassed every thing I had ever seen; and it appeared wonderful how men could construct such places for their fellow creatures.

It was some time the next day before we could procure any thing to recruit nature; although the gaoler's name, La Roche, was re-echoed a thousand times over, from the bottom of our cell. We were nearly exhausted (having taken it by turns to call out), when this fellow came to the bars of a small hole that admitted air; and after soliciting, and praying, we prevailed on him to procure us some refreshments, which he passed through the triple bars of the hole, not being entrusted with the key of the door, and which we very eagerly devoured.

[To be continued.]

HYDROGRAPHY, PILOTAGE, &c.

ENGLAND.

Trinity-House, London, 16*th September,* 1813.

ON the north part of Corton Sand a black buoy is laid, in 4½ fathoms low water, with Corton Church bearing W.S.W.—Gorlestone Church, N.N.W. ½ W.—New Mill at Yarmouth, N. by W. ½ W.—Yarmouth Steeple, N. ¾ W.—On the south-west part of St. Nicholas Sand, a white buoy is laid, in 5 fathoms low water, with Corton Church bearing S.W. ½ W.—Gorlestone Church, N.W. ¾ W.—New Mill at Yarmouth, N.N.W. W.—Yarmouth Church, N. by W. ½ W. and the north buoy on Corton Sand, S.S.W. On the south-east part of St. Nicholas Sand a red buoy is laid, in 5 fathoms low water, with Corton Church bearing S.W. by W. ½ W.—Gorlestone Church, N.W. westerly.—New Mill at Yarmouth, N.N.W. ¼ W. and Yarmouth Steeple, N. by W. ¼ W. The best *leading* marks into or out of the Gatway, are the New Mill standing a little to the west of Yarmouth, over the centre of the navy hospital, bearing N.N.W.; or Gorlestone Church N.W. by N. The *turning* marks are the New Mill, over the S.W. end of the hospital, in standing towards Corton Sand; and in standing off the said Mill, open to the eastward of the Governor's house, which will appear open to the eastward of the hospital.

The channel between the north buoy of Corton Sand, and the white and red buoys on the N.E. side of the Gatway, is about one mile in width, the depth about 24 feet low water, soundings very regular, with sudden deep water inside the ridge, which trenches athwart the innermost part of the Gatway.

STRAIT OF MALACCA.

[Extracted from Captain Lord Viscount Torrington's nautical remark book, MS.]

It may be observed as a general preliminary, that in Malacca Strait, where the tides do not prevail, the current sets much oftener northward than southward; and from the Arrows to Junkseylon and Poolo-Rondo the current most frequently sets northward in both monsoons, except among the islands along the Malay shore, where regular tides are prevalent. Near the entrance of the strait, between Achenhead and the Nicobar isles, the current at times sets contrary to the monsoon that is southward; in the south west monsoon, and in November, December, and January, often northward; from the coast of Pedir to Poolo-Booton and Junkseylon, the current generally sets northward all the year round. Between the Nicobars and Booton strong ripplings are frequently seen, the noise of which may be alarming to strangers in the night, the broken water extending in long narrow ridges, with smooth spaces between them; and the agitation produces at times on some of the ridges, breakers so high, as to render it dangerous to risk a boat among them: they move with considerable velocity, which is thought to indicate a strong current.

Various are the opinions relative to entering the strait from the west, during the south-west monsoon; some experienced commanders prefer the track from Poolo-Rondo along the coast of Sumatra to Poolo-Varela, and from thence to the Arrows; whilst others prefer to pass near the Nicobars, then steering to make Poolo-Booton, bearing E.S.E. and continue along the Malay side of the strait for several leagues past the Sambelangs. It appears difficult to decide positively which of these tracks is most advantageous; but it is generally allowed that it is prudent to keep near the land when convenient, and avoid the middle of the strait, especially about Poolo-Pera, where more calms prevail in the S.W. monsoon than near either shore; both early and late in the season, quick passages have been made from Poolo-Rondo along the coast of Sumatra to the Arrows, notwithstanding the Malay side of the strait is generally used, and probably is the preferable track.

Poolo-Rondo is in latitude 6° 5′ N. and is 6° 59′ W. from Malacca. Poolo-Pera is in 5° 42′ N. and 3° 10′ W. from Malacca. The longitude of Malacca is 102° 15′ E. by mean of 8 observers.

From Rondo, proceeding by the coast of Sumatra, in the S.W. monsoon, a ship will be much liable to calms unless she keeps near the shore; the regular sea-breezes on the coast of Pedir, not extending farther than a few miles from the shore. In July, on that coast, we experienced for several days calms and faint airs, with a westerly current one mile an hour preventing our progress eastward. The current most inclining westward, with the chance of calms under the high land, induces the greater number of English ships to avoid the Pedir coast, and to steer for the Malay side of the strait.

From the Nicobars, by steering E.N.E.-ward, and afterwards E.-ward for Booton, making a small curve towards Junkseylon, strong south-west and westerly winds have been sometimes carried up to Penang, otherwise Prince of Wales island. Thus, by steering far from Achen-head, the monsoon winds will generally be retained, and calms avoided, until well to the eastward: there are, however, calms and light winds from the coast of Pedir the whole way across to Booton and Junkseylon in that monsoon.

From Penang to the Sambelangs tides prevail near the shore, which is lined by a bank of mud extending out to a considerable distance from the former island to Poolo-Dinding. From 15 or 16 fathoms the water shoalens suddenly on the edge of this bank, which requires to heave the lead quick in standing on the edge of it, if a ship be going fast through the water: but a ship may stand into 9 or 10 fathoms when requisite. Ships coming to the northward, bound to Penang in the N.E. monsoon, ought to keep near the shore bank after passing Dinding; for by stretching far out into the middle of the strait, they are liable, when near Penang, to meet strong N. E. winds, which may delay them in reaching the harbour. During the N.E. monsoon, there are seldom any hard squalls in Malacca strait; generally the wind blows from the Malay shore in the night, particularly when near the side of the strait; and the weather is settled, with less thunder and lightning than during the other monsoon. The North-westers, or squalls from that quarter, and also the South-westers, or "Sumatras," are frequent in the S.W. monsoon. At the first approach they sometimes blow strong, but are generally of short duration: a cloudy arch rising from the horizon, mostly precedes these squalls, and gives sufficient warning of their approach, although the interval sometimes from the first appearance of the cloud above the horizon, until it reaches the zenith, is not more than a sufficient length of time to reduce sail; at other times, their approach is slow. From Parcelar-hill to the Carimons, the Sumatras are more frequent than the N.W. squalls, and continue for a considerable time either a strong or moderate gale, with much thunder and lightning, with rain at times, particularly near Malacca. The prevailing winds from the Carimons to Pedra-Branca are southerly in this monsoon.

Malacca Strait, to persons unacquainted, appears an intricate navigation; but certainly it is not dangerous, as most of the channels are spacious, with good anchorage throughout. Ships formerly kept boats ahead sounding in the day, and anchored during the night in most places of the strait. At present, ships that frequent this navigation keep under weigh day and night, often passing through without anchoring above one or two times.

To those acquainted, or even to strangers following directions implicitly, there is probably little hazard in keeping under weigh, except passing the 2½ fathom bank, the Arrows, Parcelar-hill, Tree island, in coming from the north, and from thence to St. John's, if not very clear, and going out between Pedra-Branca and Romania reef in the night. Ships which sail well will gain ground with a turning wind against the tide or current in most places of the strait during neap-tides, especially if advantage be taken of the small shifts of wind, and a moderate working breeze. From the Arrows to Mount Mora the tide is stronger than in other parts: in this space, if the wind be right against a ship, she may find it impossible at times to gain ground, even against neap-tides. Running in the night facilitates much the passage through the strait; for often sudden breezes prevail during the absence of the sun, when calms and faint airs predominate in the day. If at anchor in a calm or otherwise, when a cloud begins to rise indicating a north-wester, the anchor should be instantly weighed when bound to the southward, before the squall reaches the ship; for the first part of these squalls being generally brisk, will prevent her from purchasing her anchor until the force of it is abated, which will considerably diminish the benefit that would have been obtained, had the anchor been weighed in time, exclusive of the chance of parting the cable, unless it be a good one, or the anchor be light enough for the vessel to drive.

BATAVIA ROAD.

[From the same authority.]

By whatever channel a ship enters the road, care is requisite to avoid the shoals, for there are not always beacons on them, these being sometimes stolen by the fishermen, and sometimes carried away by the N.W. monsoon: when a beacon be lost, instances have happened of its not being replaced for months, or even years; this was particularly observed to be the case with the Rhynland beacon, which is perhaps the most essential about this place. The Rhynland shoal bears about N. b. W. from the shipping in the road not far distant: it is on with Kuyper's island bearing N.N.W. ½ W. and is about the length of a large ship, with only 10 feet water on it. When homeward-bound from China in 1792, we did not see any beacon on the Rhynland shoal; and seven months afterward, when outward-bound, the beacon was still wanting; but returning on this voyage, we found a new beacon, which had been placed a few days previous to our arrival. Coming from the west toward Batavia road, the channel frequented by the Dutch ships between Onrust and Java is probably the best. Ships adopting this channel pass between the Great Camby and Man eater's beacon; which last is situated on the eastern end of the reef projecting outward from Man-eater's island; * they then steer to leave the islands Middleburg † and Amsterdam to the northward, and between them

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* This reef is sometimes without a beacon.

† Keep the flag-staff on this island at least 3° northward of E. to avoid the Karamba shoals, which bears due W. from Middleburg, near 2 miles, and seldom has a beacon on it.

and Ontong-Java reef beacon to the southward. Ontong-Java reef extends from this part of the coast a great way over towards the islands, having a beacon on the northern extremity, between which and another beacon near the south-east point of Middleburg is the channel, having 8, 9, and 10 fathoms water on it in this part. When past Amsterdam island steer to pass on the west side of the islands: *viz.* Schiedam, Rotterdam, Onrust, and Kuyper's isles; in doing so, when abreast of Schiedam, a ship should borrow towards the edge of Ontong-Java reef, which is sand, and should run along the edge of it in 5 fathoms: by keeping on the verge of the reef a rock is avoided, which is situated about mid-channel N.W.-ward from Onrust. Several ships have gotten on this rock, there being often no buoy or beacon thereon. When past Kuyper's island, a beacon will be seen on a shoal near the Javan shore, which is left to the southward. From Purmerend island a rocky reef projects S.E.-ward, which is sometimes provided with a beacon; if it be perceived, leave it well to the northward. When round Kuyper's island, and no beacons perceived, steer direct for the outer part of the shipping in Batavia road: in passing along, perhaps, several beacons may be seen placed on spots of shoal water near the Javan shore, which marks must be left to the southward. On nearing the road, if the beacon on the Rhynland shoal be seen to the N.E.-ward, pass southward of it, and anchor in 7, 6, or 5 fathoms, at discretion. Ships seldom moor, the anchors being buried in the soft mud. The channels between Amsterdam and Schiedam, and between Haerlam and Hoorn, are equally safe. To enter Batavia road by this passage; when through the channel between Ontong-Java reef, and Middleburg and Amsterdam islands, as previously mentioned, and past the south-east point of the latter, steer eastward towards the small low island Haerlam, and between Hoorn island and Rotterdam, keeping nearest the former, on account of a reef projecting a small distance S.E.-ward from the latter. When past Hoorn be careful not to haul much westward, on account of Purmerend reef, which extends southward and eastward from the island of that name, to a considerable distance; it is only visible in a heavy swell, which then breaks on it at low water. To avoid this reef, when past Hoorn, steer S.E.-ward until the dome of Batavia church bears S. ¼ E. or S. ½ E. then direct for the road, keeping the same bearing which carries a ship well eastward of Purmerend reef, between the Rhynland shoal westward, and the beacon on eastern reef (or Father Smith's island) eastward, directly among the shipping. In entering the great channel between Edam and Hoorn islands, keep the dome as before observed, S. ½ E., until near the road. The passages between Leyden and Alkmaar, and between Edam and Enkhuysen islands, are also safe. The soundings in these channels amongst the islands are from 8 to 12 fathoms, even bottom. The beacons usually consist of a single piece of a tree, with a piece of board nailed to the upper part of some of them, in the form of a cross; they, however, are not conspicuous. An exception to this occurred in 1793, for the Rhynland beacon, made of several pieces of timber, floated on the surface of the water, and was seen at a greater distance than the other beacons. There was a beacon on the eastern reef, part of which is dry at low-water spring-tides; ships bound out or in by the great, or Leyden, channel, pass westward of this beacon, there being no passage eastward of it for a large vessel. The beacon is placed on the body of Leyden island, N. b. E. ¼ N. in sight from the road.

The longitude of Batavia, by mean of many observations of ✱ and ☉ on both sides of ☾, taken here at different times, is 106° 56′ 30″ E. from Greenwich. Adam island is in 107° E. and its latitude 5° 57′ S.

NAVAL LITERATURE.

An Essay on Naval Discipline, shewing part of its evil effects on the minds of the Officers—on the minds of the Men, and on the Community; with an amended system, by which Pressing may be immediately abolished. By Lieutenant THOMAS HODGSKIN, R.N.—Sherwood, Neely, and Jones, 1813, 8vo. (pages 215.)

(Concluded from page 225.)

HAVING entered our decided protest against those opinions, which we met with in the very opening of the work, we shall now proceed to give such extracts from it, as will sufficiently prove, that although it has evidently been written by an highly irritated and deluded mind, it comes from an officer who has observed much, and reflected often.

There can be no doubt that tyranny has been detected, and still too often appears in too many of our ships. That flogging has sometimes, by young officers, been too frequent and severe: but let us not therefore be blind to those great advantages, which have been derived from the Spartan Discipline of the British Navy. The abuses of that absolute power, which is entrusted to our admirals and captains, are gradually diminishing, and have always, when properly brought before the great council of the nation, been treated as they ought to be. In the present long and protracted war, the many evils that certainly are derived from our mode of pressing men, cannot be ameliorated. It requires the security and leisure of a peace, to have those glaring evils seriously considered. Lieutenant Hodgskin very properly devotes his first chapter to this most important subject. In the third chapter, when considering part of the 27th article of war—*No person shall negligently perform the duty imposed upon him, under pain of death, or as a court martial shall think fit*, we find the following observations:—

"I have heard it has been avowed as a principle, by an officer of the highest reputation in H. M.'s service, and I have seen it acted upon, 'that no such thing as an accident could happen;' consequently, any misfortune must have arisen in some person's neglect, and some person must be punished to prevent its recurrence. To this, as a principle, between man and his Creator, I have no objection; in his all-seeing eye it is probable all the misfortunes of the human race may justly be imputed to themselves; but surely, man's fellow-creature, though his superior, is not his God. To continue the enumeration of those things that are punished as the neglect of duty:—Some of the iron allotted to a man to polish does not shine well; his hammock has not been clean scrubbed; his clues have not been blacked; his clothes have wanted mending; his shirt has been dirty; or perhaps, he may have neglected the captain's stock, or the ward-room dinner: these, and a thousand similar trifles, are what seamen are flogged for, as neglect of duty. The captain's orders have made doing these things their duty; and custom sanctions his inflicting flogging for their neglect. No person who reads over these items for which sailors are flogged, whether sailor or not, but must know greater part of them have no real value in themselves; they have a beginning in the captain's will, and when he is pleased their utility ends. Those that are necessary or useful, must flow from regulations, and their being made honourable and praise-worthy should be the stimulus to conformity. Those polishings, &c. that are of no real use with a better system of discipline, would not be wanted; for now they are adopted, as the means of employing the people, so averse to our common feelings is naval discipline, so dreadful are the means used to establish order, that, for a sailor to have a moment's leisure, is, by many officers, dreaded more than a *pestilence*. As the real duties of a ship can never occupy the time of half of the men employed, the captain has recourse to his invention to find the seamen work; for so conscious are the officers that the seamen cannot reflect without being sensible that they have been unmeritedly punished, that they have received almost unlimited injury, that they are fearful reflection should make them compare their situation with the rest of their countrymen, with what they themselves once were, and that this reflection should rouse them to vengeance for oppression. What a thread is this for the existence of our country to depend upon? And not only our country, but every thing that can be dear to the reflecting part of civilized Europe.

"It is those things which, in themselves, are indifferent, which have never been objects of praise, and which there exists no motive for doing, but the arbitrary will of a captain, or some capricious superior, that flogging is employed to produce. A seaman never neglects his duty in time of action, for success then has been an object of praise. In any time of trouble or of danger, whenever great energy, noble courage, or manly fortitude, are wanted, terror, in any of its branches, is never applied to call them forth. In such times is the seaman's greatest glory, and his highest pleasure; then he feels that his efforts will entitle him to praise; then, cheered with the smiles of his officers[*] and the prospect of fame, death only limits his endeavours.

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[*] I believe some people may be found who will support the system of terror by saying, that an officer always good natured, who bestows his smiles on all occasions, will have no stimulus to rouse men to exertions when required. I do not envy such a calculator, but he should remember, no kind of stimulus is

Once, indeed, I have seen an instance of British seamen's backwardness in a time of danger, when they were heartless, pusillanimous, and cowardly; but this was in a ship where a severity of flogging, and all the niceties of discipline, were carried to a greater extent than I ever before witnessed: where the captain never permitted any other motive for action but fear of him; where, if the men were disposed to do well in their own way, but, from other motives, they were not permitted; and where every action was prescribed by regulations, and enforced by terror; but, in a moment of danger, no terror could be employed, and, consequently, no exertion took place. By the operation of this terror, the men were deprived of every lawful and pleasing mode of excitement; they were debased into slaves, and slaves are incapable of energy. This circumstance is a strong proof, how much more powerful the hope of good is in promoting human labours than the fear of evil; for here no chance existed that was known to the seamen, but that they would be punished when fine weather should again return; and, if the fear of evil could excite men, I know no evil greater than flogging, and none was more certain of being realized. I have before observed, that from the power that is entrusted to captains, different things are punished, as crimes, by different individuals, and the same individual is, at times, so unlike himself, that what he once punished he is now inclined to applaud. This is so much so on board ship, that the seamen scarcely know themselves what will be punished and what will not. No principle, therefore, shorter in its duration, or more transient in its good effects, than fear of capricious man, can be applied to govern men.

" I have once, and but once, heard of an instance of the seamen feeling any thing but pleasure at going into action. This took place, in a ship recently manned, in the West Indies, where scoundrels of every denomination are gladly accepted and classed with British seamen. The men were mostly foreigners, and very soon after leaving port, this ship fell in with an enemy of much superior size to herself. Her appearance frightened these men; the captain was informed of it by the few Englishmen on board, and with such base minds as these people possessed, punishment was *effectual* in exciting courage.*

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wanted for the ordinary occasions of life; and to prostitute it at such times, whether praise or any thing else, is bestowing the rewards of exertion upon indifference.

* This occurred to Captain Conway Shipley (while commanding the Hippomenes). In his early death the country and his friends suffered a severe loss: he was a man who only wanted to be known, to be loved, admired, and imitated; as genuinely pious as he was brave; he was as honourable and humane, as he was ardently courageous. From such principles, with a mind highly informed, every action was noble; combining all the manly improvements of modern times, with the gallantry of ancient chivalry, it may truly be said of him, that, like the Chevalier Bayard, " he was a captain without fear and without reproach." To weep for him now would be fruitless; to follow his example meritorious.

"Another customary mode of forcing men's labour in men of war sometime ago in use, though now gradually and very happily going out of fashion, was, to flog the whole of the men stationed to perform a particular service, such as the main-topsail-yard men, &c. if they were last at executing a part of their duty, or if, in the captain's opinion, they stood conspicuous for neglect. This custom, though now growing into disuse, had, and yet has, the evil effect of begetting hatred to the service in the minds of the community; it has deterred Englishmen from voluntarily resigning the blessings of existence, by submitting to such horrors, though prompted by the love of fame. In compliance with this custom, not many years have passed since I saw all the men stationed on the main-topsail-yard severely flogged for their dilatoriness."

We were much pleased with nearly the whole of the 5th chapter—*The Effect of Naval Laws and Customs on the minds of Seamen; with an attempt to estimate their Character*—and therefore have extracted it for our readers; recommending the Volume itself, notwithstanding its faults and prejudices, to the careful perusal and attention of every naval officer and well-wisher of the profession.

"To enumerate all the evil effects of naval laws and customs on the character of our seamen, would be to mention all the well-known evils which accrue to man in any situation, from being subject to a system of slavery which the naval discipline, combined with pressing and unlimited service, manifestly and acknowledgedly is. Why, then, has the universal debasement of character consequent upon slavery not had its full effects upon our seamen? Or why are they not as pusillanimous as they are *licentious*, as cowardly as they are *immoral?* The question is easily answered. Their courage, for its inestimable value, has received more general praise than any other virtue in any other portion of the community. It has alike been the object of the applause of the giddy multitude, and of the reflecting statesman. This system, also, has always been opposed by our national character, resulting from our national institutions, and by that courage, which has been said to be the heart and essential nature of an Englishman, or its effects would long since have been defeat, not victory; dishonour, not applause.

"It is observable, that every nation possesses different customs, characters, and manners; and these are the effects of laws, institutions, and climates. Whether the difference arises from one or all of these causes, it is generally clearly traceable to circumstances independent of man himself.

"It therefore becomes a question of importance to the community, how much of the bad character, imputed to seamen, arises from going to sea; and how much is the fruit of the naval laws and customs, particularly as this bad character is alleged as the reason for the continuance of the severities of discipline, which severities are manifestly the greatest hindrance to a voluntary service. The opinion that the character of our seamen is bad, appears to be founded on the quantity of punishment people know to be inflicted in the navy, without inquiring whether such infliction is just, without knowing or reflecting that it all takes place at the will of an individual.

There is one cause for the greater *immorality* of seamen, which wholly arises from going to sea. I think it may be expressed, by saying it is the want of an opportunity of virtuously exercising the social affections of the heart. It has been justly observed, that, "the evening meal, the warm fire-side, and comfortable home, lose half their pleasure, when we want an object of affection with whom to share them;" and losing half their pleasure, half the stimulus to that industry is gone, which comprises so many of the virtues of the lowest class of the community; from this class our seamen are taken. It is to me reasonable, that a much more virtuous conduct may be expected from that man, whose interests are bound with society, through the affections of parents or relations, wife or children, than from a man who wants them all. With the probable destruction of these affections, arising from going to sea, before the eyes of legislators, it might have been thought one object of naval laws should have been, by all possible means, to have furnished proper objects for, and directed the affections of, seamen, to have made them citizens as well as sailors, and thus have ensured them a home in, and a love for, their country. But the men who have legislated for seamen have known them only in the seaports, when they have for a moment broke lose from terror, and been seduced into vice by passions which they are unfurnished with principles to restrain.

They have never witnessed them braving every change of climate without a murmur; they have never seen them, when pestilence has converted our ships to hospitals, supporting themselves and sick messmates with mirth; they have known nothing of the cheerfulness with which they exert themselves, when the name of an enemy is mentioned, nor of the impatient ardour with which they wait the moment of action. When naval men, who have known these things, have legislated for seamen, they have known little of human nature; they have seen sailors momentarily active under a severity of discipline; they have balanced the severity which has been active against the humanity which has been indolent, and they have ascribed to the first every virtue under Heaven. From such legislators laws have proceeded, which, instead of counteracting the probable destruction of the social affections from going to sea, have obliterated, through the means of pressing and unlimited service, every hope of ever enjoying them. After a man is pressed, he is not enabled even to see the legitimate objects of his affection for years; from the unlimited service and continued length of the war, he entertains no hopes of ever again returning to his native spot. Now to enjoy consideration there, to give the blessings of plenty to a wife and family, to rescue a father or a mother from indigence, are among the most conspicuous and ennobling motives for the acquisition of wealth, and the practice of virtue.

"It was a just observation of Dr. Johnson's, 'that it is the business of morality to direct, not extirpate, the affections of the heart;' indeed, they cannot be extirpated, they grow with our growth, strengthen with our strength, and are the natural result of the laws which produce life. When they want the means of virtuous gratification, and are not restrained upon principles of morality, they will be unlawfully gratified, which is one great source of the vices complained of in seamen. A sailor universally hears avarice condemned; the laws deprive him of proper motives for economy: hence the manner in which seamen squander their money. The unnatural restraint which is put upon their affections, leads to that promiscuous sexual *intercourse* which exists in our sea-ports, which disgraces our country, and which must be a subject of bitter regret to every man who reflects, that more than half of the virtues of the civilized world arise from a restrained intercourse with the sex, who knows the mental debasement arising to both parties from promiscuous *gratification*. If any man doubts it is a vice most destructive, I have only to wish him to see the brutal scene which takes place on board ships coming into port, with the prospect of receiving pay or prize-money; where drunken sailors and prostitutes are promiscuously mixed, swearing, fighting, and dancing; where any mind would be shocked that was not totally destitute of religion and morality. Yet, sailors shall not, on the morrow, feel one conscientious pang, one reflection of impropriety, though assailed by disease the effect of *intemperance*. Whence can arise this torpor of conscience, at committing what, in their early life, many would have shuddered at hearing described; but, from all principles of morality and religion being eradicated from the seamen's mind, by the authority of laws totally opposed to them, and by their total disregard on the part of those men whom, in all things, they are accustomed to obey and fear.

Sailors are, very generally, accused of a careless, thoughtless, indolence, which makes no provision for the morrow. It is universally said, they are like children, who want every attention. Is such a characteristic not a peculiar mark of every system of slavery? Who cares to provide for to-morrow, when he knows that its enjoyment can be prevented by a superior? This has double force with seamen. From the constant perseverance on the part of the officers, to prevent reflection; from the constant neighbourhood of their superiors, who vigilantly watch every action, and, from that vanity natural to man, officers are not content with thinking for themselves, but they must think for, and direct all, the actions of the seamen, whether relating to the service or not. Is not this preventing them from exercising a virtue, and then finding fault with them for not possessing it? But the conclusive arguments, that the bad character imputed to seamen is the clear operation of naval laws, are, that our ships are manned with our countrymen, who have never been an immoral set of people, yet they become so after being in a man of war; that the sailors of merchant ships are not so bad as those in ships of war; that the drunkenness, which exists, is known to be derived from the encouragement it receives there; and that even on board ship, it is observed, that the man who has been brought up from his infancy in a man of war, is a worse character than the man just pressed; and, surely, if severity could produce virtue, it would be found in a man who has, all his life, been subject to its influence. If it had produced any thing but debasement of character, here it would exist.

"Now the bad character of the seamen is the imputed cause for the continuance of the severity of naval laws, for the entrusting to a captain the power of punishment; and, I trust, it is fully clear that this bad character is the result of these laws and this power. And can any other character but such a one result to the man who has nothing to prescribe his duty but terror of human laws; these cannot take in every possibility of vice, nor can they at all times restrain the actions. When not under their influence, an irreligious man wanders solely by the guide of passion, present sensation is to him all in all; he heeds not, indeed he has not reflection; he feels not conscience; and alas! sailors are not to blame. Their accountability, as moral agents, is destroyed by the operations of these laws and customs, which permit them in no case to direct their own actions.

"I have mentioned the only probable cause for vice, which is peculiarly the result of going to sea, to give strength to the opinion, that there is little necessity for coercive laws to keep seamen in order; to enable us to form an estimate of their character, it will be requisite to bring into view some virtues, which may be the necessary consequence of a sailor's life. The most prominent is, the awful circumstances in which seamen are very often placed. There is no occupation in life so productive of religious sentiments as that of a seaman's: none that so much encourages that fear of God, which is the beginning of *wisdom*. For though on shore, we occasionally witness storms and tempests (yet, from comfortable houses and other causes), to meet with injury from them is regarded as a phenomenon. When pestilence or partial famine visits the earth, its cause is so obscured to the body of the people, by our rulers having, on all occasions, interposed, to assure them that every good was owing to their management, that when they suffer any ill, the people attribute it to them and the laws, and scarcely recognise in these things the punishments of the Almighty for their sins. Not so the sailors. They cannot, amidst the awful conflicts of nature, however ardently they may be striving to arrest their ill effects, let their minds stop short of a great First Cause. Then no human beings or laws can intervene between man and his Maker. The strength of the strongest, or the arrogance of the most proud, then avail them nothing; all are for the time upon an equality. At such a time, the fear of the Lord, a firm conviction of his superior power, and an ejaculation for safety, fill the breast of the most obdurate. But these emotions are not suffered to continue. The laws and customs will not permit the fear of God to be the sailor's motive for duty, they will substitute in its place the fear of man. A worse motive could not be applied to seamen, for the praise of society teaches them, above all other things, to despise it.

"Perhaps the worst injury seamen suffer from the laws is, the destruction of religious hope, which must follow from its principles being destroyed: our superiors, inflated by unrestrained power, wholly forget that love for their fellow-creatures which the scriptures teach; and they teach, by their example, the sailors, to despise them.

"Another conspicuous cause why much coercion is not necessary, is the fame which has so liberally been bestowed upon the seamen, and which makes them peculiarly sensible of praise; of course, it might be substituted with advantage for coercion. It is this love of praise, and the general success of the navy, that makes desertion so much less frequent than it otherwise would be; or, indeed, that makes seamen serve at all. A succession of defeats, that should take from them that estimation society now holds them in, would, I apprehend, more than half unman our fleets, as the most vigilant watch could not prevent desertion. To eulogize their courage springing from this source would be superfluous; it is known to every man; it has caused joy upon the countenance of every friend to social order, and is indelibly engraved in the bosom of every enemy of their country. But this courage never was the produce of terror; then release our sailors from its operation; give them reason to love their country; abolish this abominable system. Let us confide our defence to a population notoriously willing to fight, and our country will be strong in the love and strength of its inhabitants, standing as she does, exalted in the world from her nobleness of character, the object of praise and admiration to every thinking man; all, evidently, must love their country. The sailors partake strongly of this sentiment, and how strongly let others judge, since the oppression that is exercised upon them is not sufficient to conquer it. Every place they visit gives them additional reason to love their country, for they see the immense advantages it possesses; they cannot help comparing its immense trade and its populous towns with the half-cultivated and half-peopled places they frequently meet with; and who can avoid feeling a pleasure in belonging to it. From charity having, in our country, been much an object of praise, and from sailors having little use for money, I believe it to arise that sailors have been so noted for their generosity and charity. Their hearts are never shut at a solicitation from distress; though reason may not direct them how most effectually to bestow their bounty. Instances of this are too numerous to need any relation of them; yet I cannot withhold two that happened very recently. When the subscriptions were set on foot for the relief of the widows and children of the people who had perished in the St. George, Hero, and Defence, the sum recommended to the seamen to subscribe was two days' pay each. I saw one of them come forward, and, in that open manly way, which is the peculiar characteristic of conscious rectitude of intention, said, 'I wish, Sir, to give ten days' pay; I cannot make any use of my money here (*i. e.* on board ship), and there is no better way of employing it than in relieving distress.' He was not permitted, however, to give more than his two days'. The approbation the remainder of the people evinced was a decided proof, that all knew the value of such feelings. I believe it is also true, that it was the sailors themselves who first set the subscription on foot in H.M.S. Argo.

" The other instance was a sailor, who saw, just as he was leaving a town in the west of England, a poor woman, with two children, apparently half famished, worn out with travelling, and exhausted with carrying a child. Too poor to buy her a shelter, she had taken up her rest upon a heap of earth: he immediately inquired her distresses, encouraged her with hope, and shared his purse with her. While he was busy in relieving her, a dignitary of a church, whose essence is charity and love, came that way; he gave the sailor and the woman a smile of contempt, and, like the Levite, passed by on the other side. Two ladies came next, whose souls, it is probable, heated into *sensibility* by a novel, would have shrunk into themselves, with the bitterest exclamations of regret and pity, at the cries of a lap-dog or a kitten; but when a fellow-creature was in distress, they looked upon her, and passed by on the other side. What a contrast was here; for, of all other beings, surely clergymen and women may be expected to be the most *charitable*, but they left it to the rough honest sailor; yet, the possessors of such feelings are thought to be bad characters, and to need compelling, by destructive terror, to do their common *duties*. Surely these instances do not want a comment; they do not require me to assert, that men, who can perform such actions, will, if they are permitted, seek the praise society bestows on successful courage.

"Another cause why sailors might be better than the rest of the community is, that going to sea imposes a restraint upon many of the passions, and no man can there escape the conviction, that they all may be subdued. A firm conviction of this kind is a good base for virtue; for the frailty of our nature is too frequently made the excuse for the commission of every *crime*. If sailors were taught to continue those restraints upon principles which necessity now obliges them to submit to, the task of governing their passions would be easier to them than to other men. I have already observed, that, from the vices connected with avarice, they are eminently and conspicuously free. In no other part of the community have men so good an opportunity of getting rid of those prejudices of early education, which, unnecessarily, make man the enemy of his neighbour; there it is that the Englishman, Irishman, and Scotchman, set together at the social meal, that the grog and the purse belong to all; none want while the others possess. At sea, every man is engaged in prosecuting the same end, and the interest of all is the same: this begets a similarity of feeling and opinion; and possessing these is the surest bond of union and of every society; and that they are friendly with each other, is a proof that they do not want the social affections; they only want them properly directed. At sea it is that curiosity, whose gratification is knowledge, may be almost satiated; and it may be justly observed, that if the sailor was not prevented from reflecting, he would, compared with that class of the community he belongs to, be an intelligent man.

"On the whole, the character of the seamen may be summed up, by saying, that they are courageous, because our countrymen, and because they ardently love fame: that from this, which is the most conspicuous passion of their nature, they dislike work, because work has been made *infamous*; that they are *licentious*, because they want the opportunity of gratifying their social affections, and the principles that ought to restrain them are taken from them by the laws; that they are indolently careless, because not allowed to reflect; that they are given to drunkenness, because habits of it are encouraged as an indulgence, and occasionally tolerated as a *pleasure*; and we may add, that, if rationally governed, they would be the best race of human beings."

Our author, in the XIth Chapter, on "The Better Education of Officers," recommends the establishment of Libraries * at the different naval stations. "Such things (he says) already exist among the naval officers of every division, and among the military officers at Gibraltar and Malta. If these were countenanced by government for us, if they would furnish the building, our own pecuniary means would do all the rest; and they would, at all times, be a refuge from that perfect idleness which now on shore tempts us to dissipation, and they would materially benefit the country.

"Unfortunately, in the navy, knowledge has hitherto been derided as useless, despised as superfluous, and treated with contempt, as a hindrance to advancement; but, I hope, better days are coming, when officers will be themselves sensible of the value of knowledge; when, instead of being forbidden to think (as they now often are), they will be encouraged to it, as advantageous to the country, as the noblest prerogative of our nature, and the greatest distinction between man and brutes."

Naval Poetry.

TO CAPTAIN BROKE,

OF HIS MAJESTY'S SHIP SHANNON,

THREE fatal fights Britannia saw
With mix'd surprise and woe;
For thrice she saw her Union flag
By hostile hands laid low.

Then, casting round an anxious eye
Amongst her naval men,
Her choice she made, that choice was Broke,
To raise her flag again.

"Command," she cries, "yon gallant ship,
And form her chosen crew,
And bid my flag victorious fly,
Where it was wont to do."

The foes in warlike pride advanc'd,
Exulting in the past;
Broke saw, serenely smil'd, and cried,
"The Java is your last."

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* May we not, without indelicacy, suggest, that a complete Set of the NAVAL CHRONICLE would form a useful foundation for such a library?

With wily art the Shannon plays;
Hark! her artillery roars:
With equal rage the Chesapeake
Her rattling broadside pours.

Thus, as they fought, they closer drew:
At length fast-locked they lay;
Th' auspicious moment Broke observ'd,
"Haste Boarders! haste! away!"

He spake, and with the lightning's speed
Led on the boarding crew;
In fifteen minutes, proud, aloft
The British Union flew.

The glorious wound, that decks thy brow,
Your foes affrighted view;
Thy blood, that stain'd the well-earn'd prize,
Proclaims their terrors true.

Hail, Suffolk's pride! such fame may I,
A son of Suffolk, share;
Or, if I fall, like glorious Watt,
To fall, what hour so fair?

Lead on, where'er your country calls,
And glory points the way,
Wherever Ocean rolls his tides,
Your conquering flag display;

And prove, tho' thrice superior force
Might transient trophies gain,
Britannia rules the wat'ry world,
Sole Empress of the Main.

EDWARD STEWART, R.N.
Lieut. of the Royal Oak.

* * *

TRAFALGAR.

BY THE AUTHOR OF "TALAVERA."

Written in 1805.

THOUGH I do love my Country's weal
As well as any soul that breathes;
Though more than filial pride I feel
To see her crown'd with conqu'ring wreaths;

Yet, from my heart, do I deplore
Her recent triumphs on the main,
Those laurels, dripping red with gore,
That vict'ry bought with Nelson slain.

Oh! dearest conquest, heaviest loss,
That England's hope and heart have known,
Since first, in fight, her blood-red cross
O'er the great deep triumphant shone.

And she should wail that conquest dear,
And she that heavy loss should mourn
Hallow with sighs her Hero's bier,
And gem with tears her Hero's urn.

Shame on the wild and callous rout
That lights for joy its countless fires,
That hails the day with mad'ning shout,
While he who won the day expires!

It was, indeed, a glorious day,
And ev'ry homage of the heart
Were just, that rescu'd realms can pay,
Had Nelson liv'd to share his part.

Had Nelson lived to hear our praise,
I, too, had hymn'd the victor's song;
I, too, had lit the joyous blaze,
And wildly join'd th' exulting throng.

But he is blind to pageant gay,
And he is deaf to joyous strain;
And I will raise no pleasant lay,
And swell no pomp for Nelson slain.

But I will commune with my mind,
To celebrate its darling Chief,
What worthiest tribute it may find
Of soften'd pride, of temper'd grief.

Ye good and great, 'tis yours to raise
The storied vase, the column tall,
To ev'ry future age to praise
His life, and consecrate his fall.

Mine it will be, (Oh! would my tongue
Were gifted with immortal verse!)
To strew, with many a sorrowing song,
Parnassian Cypress o'er his hearse.

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(September—October.)

RETROSPECTIVE AND MISCELLANEOUS.

WE have with concern to announce the loss of H. M. brig Boxer, Captain Blyth. The Enterprise, Lieutenant Burrows, by which she was captured, is, by the American papers, represented as of only equal force with herself. This, however, is incorrect. The Enterprise had 16 guns, and 130 men; the Boxer's burthen is 180 tons, and was originally designed for a gun-brig; she mounted, when captured, ten 18-pounder carronades, and two 6-pounder guns, and had a complement of 60 men. The American account states, that "the Boxer was literally cut to pieces in sails, rigging, spars, hull, &c.; while the Enterprise was in a situation to commence another action of the same kind immediately." The stubborn resistance of the officers and crew of the Boxer shews, however, that she was not lost for want of heroism. Captain Blyth nailed his colours to the mast, and, happily, did not live to see them struck. The action, which lasted half an hour, appears to have been of the most desperate kind; both the commanders were killed; and they were buried together, with naval honours, at New York, where both vessels had arrived.

To the loss of the Boxer brig we are sorry to add that of H. M. schooner Dominica, Captain Barrette, captured on the 5th of August by the American privateer Decatur, and carried into Charleston on the 20th. The enemy's account says, that the Dominica had double the number of guns; but this we know to be likewise incorrect. The engagement was commenced at long shot, and was continued for some time, when the Decatur boarded. The action was then maintained for 15 minutes on the Dominica's deck; nor did she strike until all her officers (with the exception of one midshipman named Lindo) and 12 men, were killed, and 44 wounded. Five of the latter have since died. The Decatur had 4 killed, and 13 wounded.

On the other hand, we have the pleasure of recording the capture of a French frigate of the largest class, called the Weser, by H. M. sloops Scylla and Royalist, after a running fight of about 2½ hours, at the end of which the enemy struck; the Rippon, 74, having appeared in sight. The Weser lately sailed from the Texel, in company with another frigate or two; of which, also, we hope, a good account will shortly be received. The Weser mounted 44 guns, and had 340 men.

A letter from Sir Thomas Hardy, captain of H.M.S. Ramilies, dated off New London, July 14th, 1813, gives an account of the event that was attended with such fatal consequences to Mr. Geddes, second lieutenant of the Ramilies, and ten brave seamen; but, we have every reason to believe, a most providential escape for the rest of the officers and ship's company. On Friday, the 25th of June, a master's mate of that ship was sent in a boat to cut off a schooner, which was making for the harbour of New London; which he soon effected, and took possession of her about eleven o'clock, the people having deserted and let go her only anchor and cable. The master's mate brought the schooner near the Ramilies, and informed Sir Thomas Hardy that she was loaded with provisions and naval stores. Sir Thomas directed her to be taken alongside a sloop which had been captured a few days before. Mr. Geddes volunteered his services; and to put Sir Thomas's orders into execution, took a fresh boat's crew. While they were in the act of securing her, about half-past two o'clock, horrid to relate, she blew up, with a most tremendous explosion, and poor Geddes and ten valuable seamen lost their lives: three seamen escaped, much scorched, but are doing well. We since learn, that this schooner, the Eagle, of New York, was fitted out by two merchants of that place (induced by the American government offering half the value of the British ships of war so destroyed), for the express purpose of blowing up or burning the Ramilies; and hearing that the Ramilies was short of provisions and stores, placed some on the hatchway, as an inducement for taking her alongside. Under the provisions (it since appears) were deposited several casks of gunpowder, with trains laid to a magazine, which was fitted upon the same mechanical principles as clock-work. When it had run the time given to it by the winder-up, it gave force to a sort of gun-lock, and the explosion of the vessel, and the destruction of all that might be near it, was thereby accomplished!—Most happily, Sir Thomas Hardy's foresight and caution prevented the full accomplishment of their wishes—and they are now held in detestation by every friend of humanity. In Lieutenant Geddes the service has lost a valuable officer; and the country, in whose cause he had spent so many years, and at last lost his life, will no doubt make ample provision for his disconsolate widow. The Ramilies is blockading the United States, Macedonian, and Hornet sloop, off New London. Lieut. Geddes married the fourth daughter of the late Mr. George Rowe, of Portsea, surgeon.

Late accounts from Admiral Freemantle have brought the particulars of a successful attack on the town of Fiume; and we confidently anticipate that the Austrian successes in Italy will be the means shortly of throwing Trieste into our possession, and eventually Venice, with the naval force and arsenal there.

A most gallant attack has been made by Captain Usher, of the Undaunted, on the batteries and citadel of Cassis, on the coast of Provence; which terminated in the capture of all the vessels within the Mole, and the destruction of the batteries of the place.

The following is a copy of a letter from Mr. James Scott, assistant-surgeon of His Majesty's ship Armada, dated off Toulon, 24th July last, to a friend near Edinburgh:—

"On Monday last, as we were returning along the coasts for the purpose of joining the fleet, we got becalmed close under the batteries of the town of Bordighero: we soon observed that they were making preparations to attack us. Our boats were all manned, and sent a head to tow the ships out to sea; but all our exertions were ineffectual; we drifted closer into shore, and found that our guns were insufficient to quiet the enemy's batteries; the two frigates were ordered to anchor on the west side of the town, while the Armada came to anchor immediately in front of the town, between two batteries; all the boats were then manned, armed with carronades, and sent on shore, with about two hundred marines, on purpose to take the town and batteries, which was the only alternative we had left:

"As I understood that Captain HORE of the marines wished to take me along with him, I went directly to Captain Grant, and volunteered for that service; as soon as we shoved off from the ships, all the fire of the enemy was directed upon our boats, and a party of military sent down to the beach to prevent our landing; but the loud cheers we received from the ships when they saw us approach the beach, which was eagerly returned by the boats, had given the enemy an awful idea of English bravery; they immediately retired in good order to the heights and woods, under and through which we had to pass on our way to the batteries. As soon as we had formed the line upon the shore, Captain Hore divided the troops into three parties, one to scour the heights and cover us on our march, another to the town, and the third to a battery about a mile to the eastward, to which party I belonged. We made a running march under a continual fire of musketry from the rocks and trees; when we reached the place we spiked the guns, and destroyed the magazines; on our return through the wood, Capt. Hore was shot in the thigh by a musket ball. While I was employed binding up his wound, one of our men took prisoner the Commanding Officer of the party stationed in the wood to oppose us. Before we came to the town, the magazines there were blown up, and the batteries taken by our second party then joined by a part of the first. The vessels in the harbour, amounting to about six or seven, we set on fire, three of which were again extinguished; the boats then sailed round to them, and opened their guns upon them in such a manner, that they tore them nearly to pieces; some of the houses near to the harbour were in a blaze before we left it. Among other prisoners we managed to lay hold of the Governor of the town, whom we sent on shore under a flag of truce, with a promise that we would level the town to its foundations, if they attempted to molest us any more. In one of the batteries they drilled the spikes from the guns, and opened their fire on us again, which was not silenced till the ships had poured about thirty broadsides into the town, which produced dreadful havock and destruction.

"We had only two men wounded, the frigates none; one shot struck the Armada, but without doing her any material injury. While going on shore, the boat I belonged to was struck by a grape shot, which only partly destroyed one of her oars. We got under weigh in the evening, leaving the poor Italians ample reason to regret their having attacked the Armada."

A violent storm commenced at Gottenburgh on the night of October 13, and continued the whole of the following day. The shipping accounts are truly distressing. We learn, that there were no fewer than 1,000 ships at Gottenburgh and in the roads. Besides the homeward-bound fleets, there were all the vessels which comprised five convoys outward-bound; 150 vessels had been driven on shore; few of them had been able to get off; many were considerably injured in masts, rigging, &c. while numbers were totally lost, and some of them, we regret to state, with the whole of their crews. Many of the ships on shore cannot be got afloat until their cargoes have been taken out; and, unfortunately, this is not likely soon to be accomplished, as there is scarcely a boat to be had for that purpose. A scene of greater distress among the shipping in those seas has hardly ever been remembered.

It is said to be in contemplation very considerably to extend the Dock-yard at Portsmouth. The plan was submitted to Lord Melville, during his recent visit to Portsmouth, and approved of by the Admiralty and Navy Boards. A new mast-house is to be constructed in range with the South Store, extending to the low-water mark. On the north part of Common Hard, is to be erected a wall down to low-water mark, inside of which is to be a boat pound. It is also said, that it is in contemplation to take that part of the town of Portsea, called the New Buildings, into the Dock-yard.—An intention likewise exists, of forming, on South Sea Common, an extensive establishment for the Royal Marines; their present barracks being much confined, and incapable of affording sufficient accommodation.

Mr. Whitby and Mr. Rennie, appointed by the Navy Board to examine the state of Portsmouth harbour, have been most assiduous in their labours.

Two plans, we are informed, are under consideration to clear the channels of the harbour, which have become choked by a progressive accumulation of mud. One is, to erect a flood-gate at the bridge at Hilsea, where the tide now ebbs and flows, which might be closed at high water to prevent it from ebbing through that channel; this would increase the rapidity of the tide between the Point and Blockhouse fort. The other, to form a large reservoir of water at Titchfield, to communicate with the harbour, which, at low water, might be let off, and would clear the mud from the upper part of the harbour.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, SEPTEMBER 19, 1813.

Copy of a Letter from Admiral Lord Keith, K. B. to John Wilson Croker, Esq. dated on board the Royal Sovereign, in Hamoaze, 18th September, 1813, with Copies of its Enclosures.

SIR,

I HAVE the highest satisfaction in transmitting to their Lordships the accompanying despatches (which I have just received by Captain Bloye, from Captain Sir G. R. Collier), giving an account of the fall of St. Sebastian, and the surrender of the French garrison; and the professional skill and perseverance of the officers and men who have been employed in the co-operation with the army before that place, has been so eminently conspicuous, and particularly that of Sir George R. Collier himself, that I beg to recommend him, and the several officers and petty officers whom he names, to their Lordships' notice. I have the honour to be, &c.

KEITH, Admiral.

P. S. Captain Bloye landed at Falmouth, and as he may be able to give their Lordships much useful information, I have directed him to deliver this despatch.

MY LORD, *Surveillante, off St. Sebastian, September* 9, 1813.

It is with sincere pleasure that I do myself the honour to report to your

Lordship the fall of St. Sebastian, the northern Gibraltar of Spain. Yesterday, at 10 A.M. the breaching and mortar batteries opened a most ruinous fire against the Castle of La Motte (situated on the crown of the hill), and the adjoining works. In a very short time General Rey, the governor, sent out a flag of truce to propose terms of capitulation, which were concluded at five in the evening, when the Battery du Gouverneur and the Mirador were immediately taken possession of by our troops. The garrison, still upwards of seventeen hundred, became prisoners of war, and are to be conveyed to England from Passages. At this season of the year the possession of St. Sebastian becomes doubly valuable; it may be considered the western key of the Pyrennees, and its importance as to the future operations of the allied army is incalculable. The town and works have suffered considerably, and it must be a long time before the former can recover its original splendour; I cannot, however, avoid congratulating your Lordship on its fall on any terms, as the gales now blow home, and the sea is prodigious; all the squadrons were yesterday forced to sea, with the exception of the Surveillante and President. The former good conduct and gallantry of the seamen landed from the squadron, under Lieutenant O'Reilly, of the Surveillante, and serving in the breaching batteries, have been most conspicuously maintained. Lieutenant Dunlop, as well as Mr. Marsh (having sufficiently recovered from his wound), were also at their former post. The Surveillante's twenty-four pounders, mounted on Santa Clara, and dragged up by Captain Smith, of the Beagle, were admirably served by a party landed from the Revolutionnaire, Magicienne, and Challenger; their fire had totally silenced the enemy's guns opposed to them. Captain Smith speaks in high terms of the general zeal evinced by all under his orders. The most perfect cordiality was maintained between the officers and seamen under Captain Smith, and the party of the 9th regiment, under Captain Cameron. The captains and commanders of the vessels named in the margin,* have all been usefully employed, and the situation many of them have been unavoidably placed in, has called forth proofs of professional skill and perseverance seldom surpassed; and I have the highest satisfaction in being able to report, that in no instance has it been more tryingly evinced, than in the conduct of Lieutenant the Honourable James Arbuthnot, of the Surveillante, which he has proved himself fully equal to. Messrs. Marsh, Harvey, Bloye, Lawson (wounded), have been constantly on shore. There are others of the squadron who, though not wounded, are not less deserving. Captain Bloye's services have been repeatedly noticed by me to your Lordship, and as he has been employed from the very commencement of our operations on this coast, and has a perfect knowledge of the localities of this harbour, as well as that of St. Sebastian, I have felt it important to send him to England, as he will, from his having been particularly attached to the duties connected with this port and the army, be able to give your Lordship much useful information. Lieutenant Stokes, in the Constant, has scarcely ever quitted the mouth of the Bidassoa; the utility of his position is, I believe, felt by the army; it has been a station of considerable anxiety. I enclose a return of casualties among the seamen in the breaching batteries, from the 28th to the 31st of August, 1813. I have, &c.

GEORGE R. COLLIER, Captain.

To the Right Hon. Lord Keith, K.B. Admiral
of the Red, Commander-in-chief, &c.

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* Andromache, President, Revolutionnaire, Magicienne, at anchor off St. Sebastian; Sparrow, Challenger, off the Bidassoa; Constant gun-brig, Nimble cutter, in the Bidassoa; Juniper, Holly, west of Cape Higuera.

Return of Casualties among the Seamen under the Orders of Lieutenant O'Reilly, employed in the Breaching Batteries before St. Sebastian, between 28th and 31st *August*, 1813.

None Killed.

WOUNDED.

Surveillante.—John Ray, seamen, severely; Henry Phillips, seaman slightly.

Beagle.—John Daniels, seaman, severely.

President.—Matthew Foss, seaman, slightly.

Return of Killed and Wounded on the Island of Santa Clara, between 30th August and 8th September, 1813.

KILLED.

Revolutionnaire.—Michael Risk, seaman.

WOUNDED.

Beagle.—Captain John Smith, slightly.

Revolutionnaire.—John M'Donald, seaman, severely; John Neil, seaman, slightly; William Brown, seaman, slightly.

Challenger.—Patrick M'Khoy, seaman, slightly.

SEPTEMBER 21.

Lieutenant Wallis, formerly senior lieutenant of his Majesty's sloop Vincejo, lately arrived from France, has transmitted to John Wilson Croker, Esq. a letter, of which the following is a copy, from the late Captain Wright, who commanded the said sloop, giving an account of her capture.

SIR, *May* 14, 1804.

I beg you will be pleased to lay before my Lords Commissioners of the Admiralty, the following account of my proceedings subsequent to the date of my last report to the Admiral, in conformity to my orders to cruise in H. M. S. Vincejo, between the Loire and L'Orient.

On successive days from the 28th April to the 4th instant, I chased several large convoys of the enemy, escorted by corvettes and divisions of their flotilla, into the Villaine, the Morbihan, Crac, and L'Orient, with little other effect, owing to light and variable winds, than interrupting their progress to their ultimate destination. On the evening of the 4th, I discovered a large ship corvette at the entrance of L'Orient, apparently ready for sea, and learning soon after from a neutral, that her force was eighteen long 18-pounders, and 160 men, and her destination eastward, with a convoy of thirty sail, I proceeded in that direction to take a convenient station for intercepting her.

On approaching Belle Isle, on the 5th, I chased a convoy that had come through the Taignouse Passage, until they anchored under Palais, and continued watching them until the next forenoon, when I anchored with a Howat, to shift a spring topmast, and make other necessary preparations for meeting the expected enemy.

At daylight, on the morning of the 7th, I recognized the same corvette I had seen at L'Orient (she came through the Taignouse Passage in the night), getting under way in the bay of Quiberon; she made all sail and steered large, with the wind from the northward, as if inclined to chase. I slipped from the anchorage, and stood across the bay towards Saint Gildas, with an intention of getting so near as to offer her a fair opportunity, and leading her in a short chase towards Belle Isle, out of immediate reach of assistance from a superior force in the Morbihan, and Crac, which I had been in presence of for some weeks, there to give her battle: but she tacked in about an hour, and worked into the Morbihan. I remained within a few miles of her, and in the course of the day drove a sloop on shore between Saint Gildas and Saint Jacques. During the ensuing night, I preserved a proper station to observe the corvette's motions; at daylight on the 8th, the ship was becalmed close to the mouth of the river, and carried, by the ebb tide, in less than an hour, so near to the Taignouse rock, that I was forced to anchor to avoid it, to sound, and warp into the fair channel.

As no opportunity of procuring a pilot had occurred, previous to my departure from England, nor of making myself acquainted with the periodical strength and direction of the tides in this channel since my arrival upon the station, I sent an officer to bring on board the master of a fishing-boat, anchored within a mile or two of the shore, in hopes of obtaining some information from him: but his fears and his ignorance, or unwillingness, disappointed me.

By the time the ship was warped into the channel, and all hands placed at the sweeps, I found she was pursued by a large division of the enemy's flotilla, which had been perceived rowing out of the Morbihan, soon after she anchored.

By half-past eight o'clock, the enemy had advanced within extreme range, and opened their fire: they continued rapidly gaining upon the ship, until about half-past nine, when they were so near that I was compelled to sweep her broadside to, and engage under the greatest disadvantages the Vincejo could possibly be exposed to: a perfect calm, a strong flood tide then made against her, the people fatigued by hard labour at the oar, and divided during the action, between the larboard guns and the starboard sweeps.

This unequal contest was maintained with great animation and with frequent cheers, by my weak but gallant ship's company, for nearly two hours, within grape and hailing distance; the ship's hull, her masts, yards, and rigging, had at length received great damage; three guns were disabled; the fire was slackened, notwithstanding every effort to revive it, to one gun in about five minutes, by the booms falling upon the main deck, and the flower of my men being killed or wounded.

In this painful situation, without a chance of escape, or hope of succour, closely pressed in a dead calm, by seventeen gun-vessels, advancing to board with numerous troops; with a crew reduced to fifty efficient officers and seamen, including seventeen boys, I might still perhaps have opposed a momentary, though vain, resistance to such superior force; but I felt it a duty I owed my country, to surrender in time, to preserve the lives of my brave men for some better occasion.

Of the conduct of my officers and ship's company in general, their Lordships will form an adequate opinion, from the superiority of the enemy, compared with the length of the action; the retrospect of which, affords me consolation in misfortune, as it presents little to blame, and much to commend and admire: but it is a pleasing duty of mine to particularize the active intrepidity and intelligent bravery of Lieutenants Wallis and Hall, and the distinguished gallantry and uncommon energy of Mr. Lewis, acting boatswain, whose death I lament, as a severe loss to the service.

To these officers, and the small draft of seamen I received from the Utrecht, is greatly to be attributed the obstinacy of a conflict, in which I trust it will appear, that the honour of the country, and the reputation of the navy, have been supported to the utmost of our power.

Mr. Hilier, the master, and the warrant and petty officers in general, acquitted themselves of their duty in the action, to my perfect satisfaction. I annex an account of the enemy's force, a list of my ship's company, at the commencement of the action; and a return of the killed and wounded, distinguishing by an asterisk against their names, those whose conduct justly recommends the survivors and the families of the deceased, as worthy objects of national munificence and remuneration.

Pointed out by my public services, as a peculiar object of the resentment of an ungenerous and ungrateful enemy; I must beg leave to recommend to your humanity the trouble of laying the claims of those unfortunate men before the national committee.

I have the honour to be, &c.
J. W. WRIGHT, Captain of H. M.'s late brig Vincejo.

William Marsden, Esq. Secretary, Admiralty, London.

List of the Ship's Company, May 8, 1804.

Commissioned officers 3; 1 wounded, 3 effective.—Warrant officers 7; 2 unfit for service, 5 effective.—Petty officers 20; 4 unfit for service, 2 killed, 5 wounded, 9 effective, 1 boy.—Able seamen 14; 6 unfit for service, 1 wounded, 7 effective.—Ordinary seamen 14; 6 unfit for service, 8 effective, 1 boy.—Landmen 18; 8 unfit for service, 3 wounded, 7 effective, 8 boys.—Young gentlemen volunteers 3; 3 effective, 3 boys.—Officers servants 11; 2 wounded, 9 effective, 11 boys.—Totals, 90; 26 unfit for service, 2 killed, 12 wounded, 51 effective, 24 boys.

Vincejo's Establishment.

Officers and petty officers 33.—Able seamen 36.—Marines 14; young gentlemen 3.—Boys 10.—Total, 96.

Account of the Enemy's Force.

6 brigs, gun-vessels, 1st class, with 3 guns, 18 and 24-pounders, 60 to 80 men.—6 luggers, gun-vessels, 2d class, with 2 guns, 18 and 24-pounders, 40 to 50 men.—5 luggers, gun-vessels, 3d class, with 1 carronade or howitzer throwing shells, 20 to 30 men.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Dilkes, of H.M.S. Castor, addressed to Captain Adam, of the Invincible, stating, that on the 22d of June the boats of the former ship, under the directions of Lieutenants Loveless and Stanhope, boarded and brought out from under the protection of Fort Mongat, in Catalonia, La Fortune, a French privateer, of two guns, two swivels, and 48 men. Captain Dilkes highly commends the conduct of the officers and men employed on this service, in which, from the heavy fire of the enemy upon the boats, Mr. William Colford, boatswain of the Castor, and three men were killed, and nine wounded.

Copy of a Letter from Captain Bremer, of H. M.'s Sloop the Royalist, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD, *Royalist, off Arcasson, September* 6, 1813.

I have the honour to inform your Lordship, that the Royalist has this day captured the American schooner Ned, a letter of marque, of Baltimore, from New York to Bourdeaux. It is remarkable, that this is the fourth day on which we have chased this vessel. She is a very fine copper-bottomed schooner, of 280 tons, pierced for 16, and mounting six guns, and having 45 men on board. I have the honour to be, &c.

J. J. GORDON BREMER, Commander.

Copy of a Letter from Captain Sir Thomas Staines, of H. M. S. Briton, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD, *H. M. S. Briton, off Bourdeaux, Sept.* 9, 1813.

I have the satisfaction to acquaint your Lordship, that last evening, after a chase of seven hours, H.M.S. under my command, captured the remarkable fast sailing French letter of marque schooner (American built), La Melanice, of 170 tons, mounting four guns, with a complement of 27 men, from New Orleans, bound to Bourdeaux. I have the honour to be, &c.

T. STAINES.

OCTOBER 2.

Extract of a Letter from Captain Epworth, of H. M. S. Nymphe, dated at Halifax, the 6th July, 1813, and addressed to the Hon. Captain Capel, of H. M. S. La Hogue, of which a Copy has been transmitted to John Wilson Croker, Esq.

On the morning of the 29th ult. off Porth North, returning to Halifax, I fell in with, and, after a chase of thirty-four hours, captured the American schooner privateer Thomas, of 12 guns (eight she had thrown overboard in the chase), and 80 men, belonging to Portsmouth; had been out six days, was proceeding to cruise between Halifax and the Great Bank, and had not taken any thing.

Promotions and Appointments.

WHITEHALL, OCT. 12.

H.R.H. the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to institute and appoint the Right Hon. Robert Viscount Melville; Sir J. S. Yorke, Knt. Rear-admiral of the White Squadron of his Majesty's Fleet; the Right Hon. W. Dundas; G. J. Hope, Esq. Rear-admiral of the White Squadron of his Majesty's Fleet; Sir G. Warrander, Bart.; J. Osborne, Esq.; and H. Paulet, Esq. (commonly called Lord Henry Paulet), Rear-admiral of the Blue Squadron of his Majesty's Fleet; to be his Majesty's Commissioners for executing the office of High Admiral of the United Kingdom of Great Britain and Ireland, and the dominions, islands, and territories, thereunto belonging.

Admiral Dixon has shifted his flag to the Nereus.

Rear admiral Hon. H. Curzon, to be commander-in-chief at Jamaica, *vice* Sir Francis Laforey.

Rear-admiral Sawyer, to be commander-in-chief at Cork.

Captains, &c. appointed.

C. Cramer, to the Ister; N. D. Cochrane, to the Orontes; ——— Palmer, to the Hebrus; ——— Stamp, to the Pandora; ——— Garland, to the Alert; —— Fitzmaurice, to the Urgent; Lieutenant Alexander Dobbs, now on the Lakes of Canada, to the rank of commander; Captain George Fowke, to the Prince; R. Bloye, of the Lyra, to the rank of post captain: —— Foot, to the Rapid; G. Pechel, to the Unicorn; —— Allen, to the Harpy; Lieutenant —— Cornish, to be a commander, and to the Gorgon H.S. *vice* Crespigny, deceased; R. Hall, to the Salvador del Mundo; —— Stephens, of the Imogene, to be a post-captain; Lieutenant John Maberly, to the rank of commander, and to the Moselle; Lieutenant Mayson Wright, of the Alban schooner, and T. Scriven, of the Telegraph, are promoted to the rank of commander, and the respective vessels they commanded as lieutenants are rated as sloops of war; Lieutenant F. Banks, of the Blazer, and J Rose, of the Hearty, are promoted to be commanders, and their vessels rated sloops of war; Captain George Bentham, to the Carnation; W. R. Bamber, to the Imogene; John Sheridan, to the Terror; Joseph Tullidge, to the Clinker; Nicholas Pateshall, to the Alert; F. E. Symonds, of the Tweed, to be a post-captain; William Mather, of the Rapid, to the Tweed: Lieutenant Henry Edwards, of the Bembow, to the rank of commander; Adam Drummond, to the Leviathan; Henry Bourchier, to the Myrmidon; Richard Raggett, to the Conqueror, H. F. Senhouse, to act as commander of the Shannon: —— Dixon, to the Nereus; Peter Haywood, to the Montagu; Matthew Buckle, to the Latona; Lieutenant J. Shaw, of the Volontaire, to the rank of commander; Lieutenant G. A. Westphal, to be a commander.

Captain Frederick Delmont, R.M. to be paymaster of the battalion of royal marines now in Canada.

Captain Mould, formerly adjutant of the Portsmouth division of royal marines, is appointed paymaster of the Chatham division of royal marines.

Edward Churchill, Esq. assistant at Plymouth Yard, has been appointed builder at Milford: Mr. Peake is removed to be assistant at Plymouth; Henry Canham, Esq. is appointed builder at Sheerness.

R. Bromley, Esq. to be secretary to Admiral Domett.

Mr. Baikie, to be secretary to the Hon. Admiral Legge.

Lieutenants, &c. appointed.

Lieutenant James M'Arthur, to be a lieutenant of the royal hospital at Haslar; Mark Anthony, to the Cressy; T. Atkinson, to the Plover; W. Bishop, to the Pactolus; F. Bligh, to the Leviathan; Samuel Burgess, to the Vixen; F. Boyer, to the Tuscan; Alexander Dixie, to the Chesapeake; H. Davis, to the Spartan; Mr. Etough, to the rank of lieutenant; William Ellison, to the Bedford; ——— Edwards, to the Prince; R. Feist, to the Leveret; William Finch, to the Imogene; Mr. Frederick Franks, midshipman of the Barham, to be a lieutenant; R. J. Fayer, to the Andromeda; Archibald Flintoft, to the impress service at Dover; ——— Gregory, to the Nymphe; John Hancock, to the Dasher; ——— Hodge, to the Wolverene; P. Hilton, to the Trent; H. Jellicoe, to the rank of lieutenant, and to the Cyane; Mr. Jolliffe, midshipman of the Surveillante, to be a lieutenant; ——— Knapman, to the Cressy; William Knight, to the Rapid; W. Kitchen, to the Syren; T. Kearn, to the Montagu; J. —— Little, to the Tagus; H. M. Marshall, to the Prince; M. Molloy, to the rank of lieutenant; Samuel Malbon, to the Puissant; Mr. Patey, to the rank of lieutenant; William Rundall, to the Echo; J. Robertson, to the Barham; ——— Ramsay, to the Cressy; Mr. A. F. Leeds, of the Milford, to be a lieutenant, and appointed to the Prince of Wales; R. H. Symonds, to the Benbow; F. Storey, to the Prince; Mr. Joseph Short, of the Rivoli, to be a lieutenant of the Andromeda; C. Sommerville, to the Barham; J. Sanders, to the Tagus; William Simkin, midshipman, to be a lieutenant; W. A. Thompson, to the Tagus; John Threshar, to the Prince; R. M. Seed, to the Eridanus; J. T. Tatlock, to the Rinaldo; ——— Thompson, to the impress service at Gravesend; Mr. Edward Ives, to command his Majesty's store-ship Dromedary; Mr. W. Trotter, to be a lieutenant; W. Williams, to the Prince; G. Wilson, to the Grampus; J. Ward, to the Rivoli; J. Wingrove, to the Alban schooner; J. H. Plumridge, to the Resistance; ——— O'Hea, to the Castor; ——— Croker, to the Resistance; ——— Hownam, to the Undaunted; C. Hamlyn, to the Hibernia; D. Ramsay, to the Briseis.

Masters appointed.

September 21, John Willis, to the Astrea; Thomas Jay, to the Warspite.—22, William Rogers, to the Vesuvius; John Jordan, to the Avon.—24, Martin Gartskill, to the Tuscan.—October 15, Richard Hains, to the Zephyr.—5, John Lewis, to the Briton; George Telfourd, to the Hamadryad.—11, John Roberts, to the Cyane; John Hodge, to the Ister; B. Robinson, to the Orontes.—12, James Dillon, to the Andromache.—18, Charles Choake, to the Barham.—19, John Jones, to the Scamander.—15, William Farley, to the Carnation.

A List of Midshipmen passed for Lieutenants.

Sheerness.—Thomas Hardy, to the Kangaroo; John Smith, to the Leveret; Robert F. Nicolls, to the Nightingale; Daniel Carroll, to the Chatham.

Portsmouth.—Charles Ingram, to the Volontaire; Robert Wall, to the Centaur; William Sheppard, to the Rivoli; John N. White, to the Montagu; Nicholas Sumpter, to ditto; John Colpoys Haslop, to the Bellona.

Plymouth.—Richard J. Nash, to the Salvador del Mundo; David Brown, to the Seahorse; Charles Allen, to the Warspite; William Quin, to the Vengeur; George Lepine, to the Briton; the Hon. James Boyle, to the Royal Sovereign.

Pursers.

Edward Bell (2), purser to the Clyde; W. Burn, to be purser of the Urgent; R. G. Fabian, to be purser of the Terror bomb; P. Heather, to the Hazard; Mr. Parry, of the Briseis, to the Jay; Peter Vernez, to the Rosario; W. Willis, to the Bellerophon.

Chaplains.

Rev. J. Jones, to be chaplain of the Prince; Rev. R. Roberts, to the Centaur.

Surgeons.

James Cowan, to the Swallow; M. Caruth, to the Imogene; D. M'Carthy, to the Bienfaisant; R. Kirkwood, to the Vanguard; Rose Herring, to the Europe; Stevenson Eden, to the Latona; John M'Millan, to the Astrea; J. S. Down, to the Pyramus; G. S. Rutherford, to the Clio; W. Acton, to the Cyane; James Osborne, to the Lightning; G. King, to the Forrester; John Anderson, James Brown, and John Edwards, to the Russian fleet; Carver Vickery, to the St. Yridro; John Cunningham, to the Braave; Alexander Dewar (2), to the Trent; Henry Ellis, to the Brisk; T. Williams, to the Pegase, P. H. S. as assistant surgeon; John Urquhart, to the Leonidas; John Inches, to the Barnam; W. Price, to the Astrea; Robert Cooper, to the Cadmus; Andrew Manain, to the Kingstisher; John Stokoe, to the Russian fleet; John Mackay, to the Canada, prison ship; James Farrell, to the Nightingale; James Grant (1), to the Akbar; J. M'Millan, to the Tigris; R. M'Manus, to the Orontes; Edward Seaton, to the Scamander; J. H. Kent, to the Ister; D. Boyter, to the Hebrus; J. K. Scott, to the Pandora; A. Patrickson, to the Alert; A. Mannin, to the Carnation; Henry Burrell, to the Scylla; W. A. Dalzeil, to the Arachne; James Grant (2), to the Cerberus; James Tunstal, to the Barham; John Anderson, to the Scamander; Thomas Miller, to the Thames; James Brown, to the Terrible; Robert Greer, to the Achille; William Hesey, to the Circe.

Assistant-Surgeons.

W. E. Courtis, to the Alba schooner; J. M'Gowan, to the Dictator; Andrew Macansh, to the Monmouth; James Forrester, to the Bedford; P. Comrie, to the Ister; W. F. O'Rane, to the Telegraph; A. Blacklock, to the Bulwark; T. H. Edman, supernumerary to East Indies; Henry

Compton, to the Theseus; James Boyle, to the Spartan; Thomas Woodward, to the Fylla; Martin Jordan, to the Hebrus; John Dobie, to the Montagu; John Love, to the Orontes; T. Williams, to the Pegase, P. H. S.; John Clarke, to the Argonaut hospital ship; T. H. Caudler, to the prison hospital at Stapleton; Henry Blythe, to the Quebec; Andrew Mundell, to Mill Prison hospital; C. W. Smith, to be hospital mate at Deal; Patrick Hill, to the Leviathan; George Currie, to the Conquestadore; Walter Oudney, to be supernumerary to the East Indies; John Dickson, to the Tagus; John Liddell, to the Pactolus; John Gray, to the Duncan; Oliver Sproule, to the Batavia hospital ship; John Rainey, to be a supernumerary to the East Indies; John Paterson, to the Volontaire; John Milligan, to the Latona; John M'Clintock, to the Conquestadore; James Bellarby, to the Vixen; John Wein, supernumerary to the East Indies; David Wyse, to the Gladiator; John Dove, to the Griper; J. H. Chandler, to the Argonaut hospital ship; P. M'Donaugh, to the Rivoli; Robert Johnstone, to the Trusty hospital ship; Robert Warwick, to the Trusty hospital ship.

BIRTH.

On the 19th instant, at Jersey, the lady of Captain Pipon, of H.M.S. Tagus, of a son.

MARRIAGES.

On the 28th September, at St. Mary's, Lambeth, county of Surry, James Charles Grant, Esq. of Tavistock-place, London, to Eliza, eldest daughter of the late Captain William Kent, R.N. of H.M.S. Union, and niece to John Kent, Esq. royal hospital at Plymouth.

On the 30th September, at Portsmouth, Mr. Gittens, clerk of the dock-yard, to Miss Alcott, daughter of Mr. Alcott.

On the 29th September, at Alverstoke, near Gosport, Lieutenant Pascoe Dunn, R.N. to Hester, daughter of John Maxwell, Esq. apothecary to the forces at Gibraltar.

On Sunday morning, at St. John's church, Westminster, William Ozias Humphrey, Esq. of the Privy Council Office, Whitehall, son of the Rev. William Humphrey, rector of Seal, in the county of Kent, to Miss Jane Newcombe, niece of Captain Newcombe, of H.M. sloop Wanderer.

On the 11th October, at Houghton, near Durham, Captain Rawes, of the Honourable East India Company's ship Juliana, to Harriet, fourth daughter of Joseph Cantwell, Esq. of Oxford-street.

On the 7th October, at Boldre, near Lymington, the Rev. John Cole, of Southwick, Hants, to Miss Rogers, of New Lane House, Lymington, niece of Captain Rogers, R.N.

Lately, at Halifax, Lieutenant Moxon, R.N. to Harriet, daughter of Mr. James Proud, of the naval hospital at that place.

On the 19th August, Mr. Marsh, of H.M. sloop Escort, to Miss Mills, of Portsea.

On the 17th August, Thomas Mant, Esq. late surgeon R.N. of Southampton, to Elizabeth, only daughter of the late Captain G. Winkworth, R.N. of Lilliput, in the county of Kent.

Lately, at Deal, Captain Reynolds, R.N. brother of P. Reynolds, Esq. Admiralty, to Miss Dowers, daughter of Governor Dowers, of the royal hospital at Deal.

On the 4th instant, at St. Mary-le-bone church, Richard, eldest son of Thomas Parry, Esq. of Bansted, Surrey, to Mary, eldest daughter of the late S. Gambier, Esq. and niece to Admiral Lord Gambier.

DEATHS.

On the 20th October, at Reigate, Captain Thomas Jones, late commander of the Honourable East India Company's ship Walthamstow.

On the 22d October, at Greenwich, Joseph Martyr, Esq. solicitor to the royal hospital at Greenwich.

On the 8th October, at Ilfracombe, in Devon, deeply lamented by her numerous relatives and friends, Mrs. Ann Dyer, aged 71, widow of the late Captain John Parry Dyer, R.N.

Lately, at Pimlico, Charles Boveard, Esq. one of the oldest surgeons in the naval service.

On the 30th September, at the residence of his brother, Admiral Bowater, at Hampton Court, Lieutenant-general John Bowater, of the royal marines, in the 73d year of his age.

Lately, at the naval hospital at Halifax, of an inflammation of the heart, Lieutenant Ireland, commander of H.M. schooner Thistle.

On the 26th September, of a scarlet fever, at Fareham, Hants, Miss Dashwood, only daughter of Captain Charles Dashwood, of H.M.S. Cressy.

On the 30th of September, at Plymouth, after a long illness, Matthew Motherwell, Esq. surgeon, R.N.

On the 3d August, at Halifax, after a long illness, Captain Roddam Douglas, of H.M. sloop Sylph, eldest son of Admiral Billy Douglas, his remains were interred with every honour due to his rank.

On the 28th April, while on service in the Mediterranean, Mr. Suett Martin Neate, of H.M.S. Cerberus. He was in the act of gallantly boarding a French gun-boat, off Fano, when he received a shot through the heart, which instantly terminated his career.

On the 3d September, at Madeira, in the 54th year of his age, Samuel P. Pritchard, Esq. commander of H.M. store ship Dromedary. He was buried with military honours, and every testimony of the esteem in which he was held by his brother officers during his public services of forty years. He has left three sons, officers of the navy.

On the 10th September, in action with the enemy, on the river Elbe, Lieutenant David Gray, of the royal marines, of H.M.S. Desirée.

On the coast of America, in action with a brig of war of the United States, Captain Blythe, of H.M. sloop Boxer. The commanders of both vessels were killed during the action, and they were interred together at New York, with suitable military honours.

On the 30th July, at Mahon, Captain de Crespigny, of H.M.S. Gorgon.

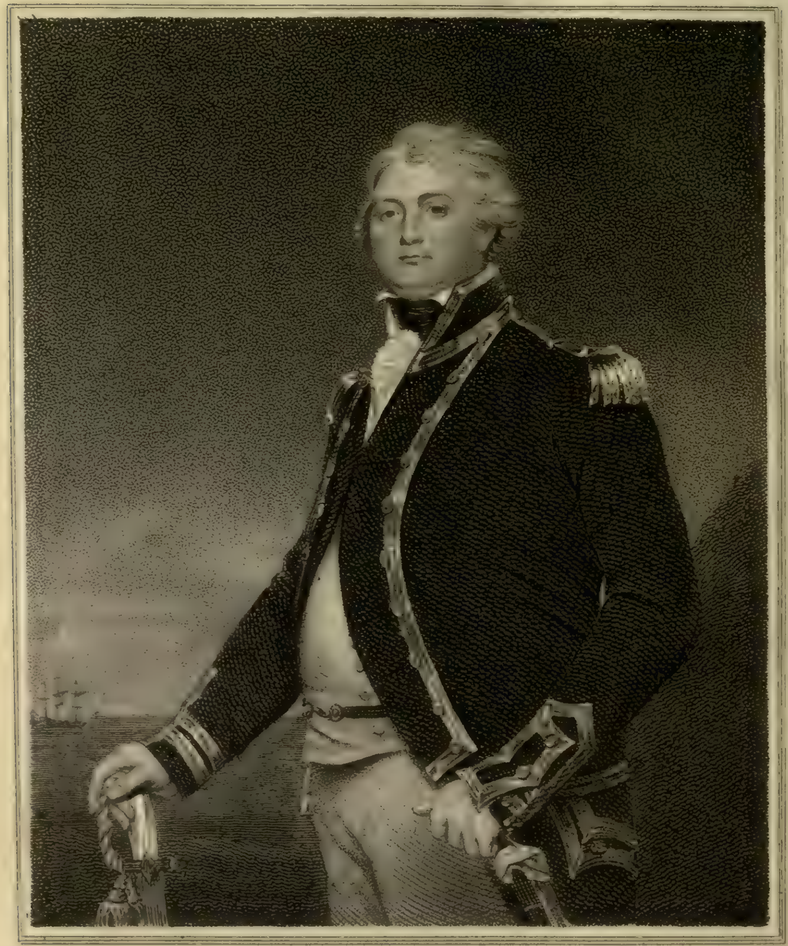
On Saturday, the 25th September, in Greenwich hospital, aged 7 months, Charles, youngest son of Lieutenant Frederick Bedford, of that institution.

On the 9th of September, on the Halifax station, after a few week's illness, Captain David Paterson, of H.M.S. Fox—a very discreet and correct officer.

On the 9th of June, at the Cape of Good Hope, William Maude, Esq. agent victualler at that colony during the last war, since which he has continued to reside there, a practical observer of the ancient characteristic hospitality of his native country. He was a loyal subject, a firm friend, and never closed his heart or his purse against the claims of charity.

Lately, aged 22, Mr. Thomas Coulson, Jun. of the Navy Office, Plymouth, eldest son of Mr. Thomas Coulson, master-painter of H.M. dock-yard at that port.

In April last, Mr. Robert Callander, midshipman of the Hamadryad.



Engraved by E. Scriven Historical Engraver to the Prince Regent & the Princess of Wales.

CAPTAIN JAMES NEWMAN NEWMAN, R.N.

From a painting by A. J. Oliver, A.R.A.

Published [illegible] 30th 1813 by Joyce Gold, Naval Chronicle Office 103 Shoe Lane, London.

BIOGRAPHICAL MEMOIR

OF THE LATE

CAPTAIN JAMES NEWMAN NEWMAN.

"Vixere fortes ante Agamemnona
Multi: sed omnes illacrymabiles
Urgentur, ignotique longâ
Nocte, carent quia vate sacro.
——— ——— *Non ego te meis*
Chartis inornatum silebo,
Totve tuos patiar labores
Impunè, Lolli, carpere lividas
Obliviones."———
Hor. Carm. Lib. IV. Ode IX.

THE feelings of a poet inspired Horace with regret that many heroes of past times had fallen unrecorded in song, and were buried unlamented in the "long night" of oblivion. To the Consul Lollius, therefore, he declares that it shall be his care to avert a similar fate from the labours and the virtues of that magistrate; which shall be emblazoned in *his* pages, and through them receive the plaudits of posterity. The verse has, indeed, lived to our times, and will live through all ages: but the verdict of History has not, in this instance, ratified the flattery of the Bard.

Far from us be *any* flattery: but, in honest prose, the Biography of the NAVAL CHRONICLE shall endeavour to preserve the memory of those of our heroes, who, on "the natural element" of Britons, have devoted their lives to the service of the state. It is more particularly our duty and our desire to attempt this object, when "the pitiless storm" has prematurely engulphed one who, to the high deeds of the warrior, united the mild virtues of social man; and who, not falling in the hour of battle, obtains from his country no testimony to his worth and memorial of his fate. Such was eminently the case of the subject of this memoir; who, when Captain of his Majesty's late ship Hero, of 74 guns, perished with every man of his crew, on the sands off the mouth of the Texel, December 24, 1811. Nearly at the same time were wrecked, on the coast of Norway, the St. George, of 98 guns (Rear-admiral Reynolds, Captain Guion), and the Defence, of

74 (Captain Atkins); forming together a loss which, fortunately, our naval annals very rarely record. Yet, attached as England is to her wooden walls, deeply sensible of their value, and wounded by such a blow, the political circumstances at home, which at that moment engrossed and agitated the public mind, caused this calamity to pass with a degree of attention so slight and so transient, that it would in other times have been not less improbable than it now seemed unfeeling. While, therefore, we pay our tribute to a lamented individual, who was involved in that catastrophe, we shall take the opportunity of discussing the causes which produced it; though we hope, indeed, that, without our efforts, so terrible a warning would not be lost, and that the death of nearly *two thousand* of our seamen would at least not fail to plead for the greater security of their successors in the hazardous service in which they were engaged.

James Newman Toll was born at Scaldwell, in the county of Northampton, 10th January, 1767. His father, Charles Toll, Esq. was nephew of Admiral Toll, and grandson of Ashburnham Toll, Esq. of Grewell, or Greywell, in the same county; whose wife was sister to Sir Richard Newman, Bart. of Fifehead Magdalen, in the county of Dorset. Sir Richard left a son, Samuel, and three daughters, who on the death of Sir Samuel became co-heiresses. The eldest sister, Mrs. Frances Newman, survived the other two, and, dying in 1775, bequeathed by will the estate of Preston Deanery (or Preston Hall, or House), in the county of Northampton, to her above-named relative, Charles Toll; who immediately obtained his Majesty's licence to take the name and bear the arms of Newman, and, quitting the profession of the law, for which he was educated, has ever since resided on that estate as an independent country-gentleman. He married Hester, daughter of Herbert Langham, Esq. (brother of Sir John Langham, Bart.) and grand-daughter of the Rev. Dr. West, by Maria, eldest sister of the late Lord Viscount Cobham, afterward married to Sir John Langham, Bart. of Cottesbrooke, in the county of Northampton;* and from the union of Lord

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* This lady is mentioned with respect in the 3d Volume of Mrs. Montagu's Correspondence, lately published, in a letter from Mrs. M. to Lady Langham's son, (by her first marriage) Gilbert West, Esq.

Cobham's younger sister with Mr. Grenville, grandfather of the late Marquis of Buckingham and of the present Earl of Chatham, Mrs. Newman became related to those noblemen. She was connected also with the families of the present Lord Viscount Hood, and Lord Viscount Bridport, whose first wife was a daughter of Dr. West, and consequently aunt to Mrs. N.; and she was great niece of Admiral Sir John Balchen, who was lost in the Victory man of war, in October, 1744. The eldest son of Mr. and Mrs. N., now become James Newman Newman, was sent to school at Leicester, and at Aspley, in Bedfordshire, and afterward passed some time with a clergyman at Woburn who received a very few pupils: but, so early as the year 1782, at the suggestion of Lord Bridport, then Rear-admiral Alexander Hood, he was removed from that tranquil scene to commence a turbulent career on the ocean, and entered under the flag of that officer, on board of the Queen, of 98 guns, 6th September. In April, 1783, he was removed into the Iphigenia frigate, Captain James Cornwallis, and sailed to the West Indies: in September, 1785, into the Triumph, 74; in November, to the Southampton frigate, and went to the Mediterranean; in December, 1788, to the Barfleur, of 98 guns; and in February, 1789, to the Crown, of 64, commanded by his former Captain, James Cornwallis, and bearing the broad pendant of the present veteran, Admiral William Cornwallis, who was appointed commander-in-chief in the East Indies. All these changes were made without the interval of a single day off the books: but the period being almost wholly a time of peace, we know not that our young midshipman was engaged in any transaction that merits particular record. With the Crown, he proceeded to India, and on the 26th November was made a lieutenant into the Ariel sloop of war. In October, 1790, he was appointed first lieutenant of the Atalanta sloop, which, in June, 1791, was commanded by Captain (now Rear-admiral) Edward James Foote, whom he had known in the West Indies. On the 5th April, 1792, he was invalided on account of ill health; and Captain Foote having exchanged into the Ariel, and being ordered to England, he brought his friend Newman with him as a passenger; arriving at Portsmouth in the month of August.

A residence of a few months in his native air having restored Lieutenant N. to health, he was appointed to the Venus frigate, in January, 1793, and in March removed (as 4th lieutenant) to the Royal George, of 100 guns, commanded by Captain (now Vice-admiral) Domett, and bearing the flag of his relative and first patron, the present Lord Bridport, then Vice-admiral Sir Alexander Hood, K.B. About four months after he joined the ship, as he was directing the receipt of some provisions from a lighter alongside, his foot became entangled in a rope, and he was precipitated overboard; falling between the lighter and the Royal George, and striking his head as he went down against one of the ports, which was up. The consequence was, a most severe cut in the head, which confined him to the hospital a considerable time: yet thus wounded, and struggling with the waves, his presence of mind, in directing a movement of the lighter's helm, alone saved him from being crushed to death between that vessel and his ship. Early in 1794 (the commission bearing date 24th May), Lieutenant Newman was promoted to the rank of commander: but the Royal George being then at sea with the Channel Fleet, under Earl Howe, he was not apprized of his advancement, and bore his share as a lieutenant in the brilliant victory over the French fleet on the 1st of June. His ship was most actively engaged, and suffered a great loss of men: but he fortunately came out of battle unhurt, though he had some very narrow escapes. When the King visited Portsmouth, after the return of the fleet to Spithead, Captain N. was introduced with the rest of the officers; and his Majesty, with that observance and recollection of minute circumstances by which he has always been distinguished, exclaimed on his presentation, "*Captain Newman, oh! ay! Captain Newman, who fought as a Captain and did not know it*:" alluding to the fact already mentioned.

Captain N.'s commission appointed him to command the Martin sloop of war: but that ship was then in the North Seas, and was destined never to return. It was supposed that she foundered, and every man was lost! A remarkable preservation seems thus to have been allotted to the subject of our memoir; and it is impossible to state it without adverting to the singularity of his fate, in being doomed to perish in a similar manner, in the same seas, after the interval of seventeen years. While waiting for the arrival of the Martin, the claim of Captain Newman to share in the promotion, which so extensively followed Lord Howe's victory, was urged in favour of his obtaining the additional step of post-rank. His relation, Lord Chatham, being then at the head of the Admiralty, and the interest of Sir Alexander Hood being also exerted, this object was attained; and early in August he was advanced to the command of the Vestal frigate, of 28 guns. The destination of this ship, like that of the ill-fated Martin, was the North Seas: which Captain N. traversed in her for about twelve months, as convoy to the trade to and from the Elbe. On his first arrival at Elsineur, he proceeded to visit Copenhagen, of which he thus speaks in a letter to a friend:

"The road is excellent, but the country looks poor, and displays little of that richness of prospect which is so common in England. The forests seem to be extensive, and I am informed are all Royal property. About two miles from Copenhagen, the roads are paved, and have a row of trees on each side. The city is walled, and has the deepest and widest fosse I ever saw; the streets are well built and wide, though irregular: but for accommodation at inns, it is the worst place that I know."

On another occasion, he says of Hamburgh:

"It is a fine large old city, but infamously paved, and without flag-stones for foot-passengers, who are in constant danger from carriages, which give no warning. The Exchange is not a superb building, but much thronged; and the port is crowded with shipping. Altona is distant only half a mile, and the King of Denmark does every thing to make it vie with Hamburgh: indeed, it has a great trade, and is a large, well-paved, opulent town; much cleaner and pleasanter than its rival."

In July, 1795, Captain Newman was removed into the Ceres, a fine 32-gun frigate, but continued on the same station and duty till the end of September, when he was ordered to Gibraltar and the West Indies, with transports and troops. He sailed from Spithead in November; arrived in February, 1796, at his ulterior destination, St. Domingo, and joined Admiral Sir Hyde Parker's squadron, remaining on this station above a year, sharing in the various operations of war which then took place in this quarter, and also in the sufferings produced by that baneful disorder, the yellow fever. He felt its influence very severely, and was, indeed, at the point of death; and though his constitution repelled the attack, it evidently bore traces of the injury long after his return to England. So great an alteration has occurred in the political circumstances of St. Domingo since the period now in question, and the footing on it which the British then possessed has been so wholly abandoned, that it would not be interesting here to dilate on the events of these campaigns: but a few circumstances may be mentioned, from Captain N.'s letters to his friends.

"Port-au-Prince (he observes) has been an excellent town, and is now by no means despicable: the streets are wide, and water is running through them all: indeed, both this and Cape Nicola Mole are abundantly supplied with that article, so doubly precious in these climes. The government-house is a noble building of the kind, with spacious well-adapted rooms, and a good garden amply watered."

Of the unsuccessful attack on Leogane, he says, in a letter dated in April,

"We went in great force, with the Admiral in the Swiftsure, the Leviathan, Africa, Severn, Iphigenia, Ceres, Lark, Cormorant, gun-boats, &c. and about 3,000 troops, 1,200 of which were British: but, I am sorry to say, we failed completely. The Leviathan and Africa lay four or five hours against the fort, pouring in incessant broadsides, but could make no impression on mud-walls, 22 feet thick, and were so crippled and cut up as to be obliged to retire; and the army re-embarked the next day under my direction, without losing a man in that operation, though a few had fallen in a preceding attack."

Being ordered to Port Royal, in Jamaica, to refit, Captain N. was thence despatched, immediately on his arrival (in July), with other ships of war, to see a homeward-bound fleet through the Gulph. Stormy weather caused them a long passage, and several of the merchantmen were lost. The Ceres took one in tow, which had received great damage, and proceeded with her to Halifax, in September. At this time, seventy-six of the crew of the Ceres had fallen victims to the climate. Having refitted at

Halifax, Captain N. sailed about the end of October, on his return to Martinique and St. Domingo, but was totally dismasted on his passage, in a heavy gale, and obliged to put into Antigua a complete wreck: losing also the whole of his cabin-furniture, clothes, &c. by a sea pooping the ship, which stove in the windows, and carried all before it. Several ships being under repair at Antigua, the Ceres was not enabled to depart till January, 1797, when she sailed for St. Domingo.

Captain Newman's health had now suffered so greatly from repeated attacks of the yellow fever, that it became essential for him to return to Europe; and the Mermaid frigate being ordered home, he exchanged with Captain Otway, of that ship, in April; sailed with the Canada and Resource under his orders, and a convoy of 270 sail, from Jamaica, at the end of June; and arrived at Portsmouth on the 9th of August. This fleet, thus brought home in safety, was calculated to be worth some millions, and was uninsured.—The Mermaid was docked and refitted, and sailed in November or December, on a cruise in the Bay, in company with the Phaeton and Anson frigates; during which they re-took the Daphne, of 20 guns, and two merchantmen, and captured two privateers, of 14 and 12 guns. Capt. N. came into Plymouth at the end of January, 1798, which port was now his rendezvous, and sailed again early in February; returning in a few weeks with two prizes.

On the 11th of March, Captain Newman was united in marriage with Miss Ann Brace, third daughter of Francis Brace, Esq. of Stagbatch, in Herefordshire, and sister of Captain Edward Brace, now commanding H. M. S. Berwick, of 74 guns, in the Mediterranean, a gallant and distinguished officer, and an old messmate and valued friend of Captain N. The active service, however, in which the Mermaid was now engaged, allowed her commander no lasting repose on shore. On the very day after his marriage, he sailed on a cruise, and from this time came into port only when it was necessary to re-victual or re-fit. On the 30th of June, being in company with the Jason, Captain (now Vice-admiral) Sterling, and La Pique, Captain Milne, on the Penmarks station, Captain N. observed a strange sail to windward in Audierne Bay, and shortly afterward made the signal that she was a frigate. Chase was immediately given: the Mermaid stood to the northward to cut off the enemy's retreat to the land; and the latter altering her course to the southward, Captain N. was left far astern. At midnight, however, he came up with the enemy and his consorts; the former dismasted, and on the point of surrendering, and all three on shore on the Perlu Briton. He was fortunately able to preserve the Mermaid from a similar accident, though in only 3½ fathoms water, and immediately directed his attention to the assistance of the Jason and Pique. With great exertion, the former was got off into deep water; and the Phaeton and Anson being discovered in the offing by the Mermaid, and brought down by her signals, they came to anchor, and succeeded in getting the prize afloat: but the Pique fell on her side, and it was requisite to burn her. The captured frigate was the Seine, of 42 guns, 18-pounders, from the Mauritius, with above 600 men on board, many of them old troops. Upwards of 200 were killed or wounded, and the rest escaped on shore after she grounded, except 87 officers and men. Though the Mermaid was not able to obtain a share in the action, she had the credit and consolation of saving the Jason, and (primarily) the prize.

Not till a considerable time after this affair, did Captain N. return to port, and he was again at sea about the end of August. It was not long before he had an opportunity of shewing what he would do with an enemy's frigate, even of superior force to that of the Seine, if he could come up with her, and single-handed. He was cruising off the north coast of Ireland at the time of the invasion of that country by the French squadron under Bompard, which was defeated by Sir John Warren; and one of the ships belonging to this armament, which had escaped from Sir John, fell in the way of the Mermaid. An account of the action which ensued, and which was universally allowed to be one of the most gallant that had been performed during the war, was not given in the Gazette: but Captain N.'s report of it to Admiral Kingsmill, at Cork, under whose orders he was then acting, was printed afterward in the NAVAL CHRONICLE, Vol. III. p. 42 (January, 1800). To this letter we may refer those who have access to it: but for the satisfaction of those who have not, and to prevent a chasm in this memoir, respecting the most brilliant action of him who is the object of it, the leading particulars shall here be added, with a few others which were not inserted in the official letter.

Oct. 15, 1798. At 8 A.M. the Mermaid, in company with the Revolutionnaire frigate, Captain Twysden, and the Kangaroo brig, Captain Brace, discovered two large ships, which were immediately chased. They edged away gradually, till in the evening they were before the wind, under all sail. They then separated, and the Revolutionnaire and Mermaid each pursued one; the Kangaroo steering after the latter, but far a-stern. The weather was thick and squally, and at 7 o'clock the Mermaid lost sight both of the Revolutionnaire and of her own chase, hauled her wind, and was joined by the Kangaroo. On the following morning they again fell in with an enemy's frigate, and gave chase. At 3 P.M. the Kangaroo came up with and most gallantly attacked her: but an unfortunate shot carried away the brig's fore-top-mast, and disabled her from pursuit. The Mermaid continued the chase throughout the night; and in the morning of the 16th, the enemy shewed his intention to give battle, which commenced at a quarter before seven o'clock, the Mermaid being placed on his starboard bow. Having closed to within pistol shot, the deliberate fire of the British frigate brought down the Frenchman's fore-top-mast and cross-jack-yard, and nearly silenced his great guns; though a tremendous fire of musquetry was kept up from every part of the ship, by the numerous troops who were on board. At ¼ past 9, his main-top-sail-yard came down, and Captain N. gave orders to run athwart his hawse and rake him; when the Mermaid's mizen-mast went by the board, and, falling within, for a time disabled the cabin and quarter-deck guns. Immediately afterward, the main-top-mast followed. Two of the guns had been disabled in the middle of the action: the ship was making much water, from being greatly hulled, and had several dangerous shots between wind and water; the stays, backstays, shrouds, tacks, sheets, halliards, sails, spars, and boats, were all cut to pieces; the main-yard hung only by a part of the chain with which it was slung: the main-mast had nine shots in the head of it; and both that and the foremast were expected to go. The ship was therefore no longer in a condition to continue the battle: but she had so beaten the enemy, that, instead of profiting by the state of the Mermaid, he made sail and escaped. Captain N. speaks in the highest terms of all his officers, for their conduct during a chase of 48 hours, every moment at quarters, in the severest weather; and in this long contest with a ship of such vastly superior force. *La Loire*, it afterward appeared, was his antagonist, and mounted 46 guns, (pierced for 50) 18-pounders, having on board 664 men, troops included, many of them artillery-men: while the Mermaid had only 32 12-pounders, with a complement of 215 men, but only 208 on board.* Though the action continued two hours and fifty minutes, mostly within pistol-shot, such was the judicious position of the Mermaid, and such the result of the French system of firing high, that only 3 were killed and 13 wounded in the British frigate.

Captain N. observed, in a letter to a friend, that it was perhaps fortunate that the enemy did not strike to him: for, says he, "with every exertion, we had scarcely time to knot our remaining shrouds, and get a little to-rights, when a hurricane came on; we had just furled the fore-top-sail, when the remains of our main-sail blew away; in hauling up the fore-sail, the fore-mast, fore-top-mast, fore-yard, and fore-top-sail yard, all fell in board on the forecastle; the cabin was perfectly open to the waves, the stern having been blown out, to fire the stern-chasers, when the ship fell off in consequence of losing her masts; and we were at the distance of fifty leagues from land. In this condition, we had to steer before wind and sea in a dreadful night, in latitude 56°, with only main-mast and main-yard left, scudding under this bare pole, the sail being blown away. What would have been our situation with four or five hundred drunken prisoners on board!"

On the 19th, the Mermaid arrived in the harbour of Lough-Swilly, where Sir John Warren had anchored after his action on the 12th, and where the greatest civilities and the utmost attention were shewn to Captain Newman and his gallant crew. The freedom of the city of Derry would have been conferred on him at a public dinner, with Sir J. Warren and Sir T. Byard: but duty detained him on board his ship, which, as he remarked to a friend, "was of much more consequence." Having set up jury-masts, on the 28th he sailed for Plymouth, and reached that port on the 5th of November, after a stormy and hazardous passage.

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* At this time, the complements of the old 32 gun-frigates were no more than 215 men, including officers, &c.: but they have since been augmented.

The *Loire* was captured on the 18th (two days after her action with the Mermaid), by the Anson of 44 guns, Captain (now Rear Admiral) Durham, after a spirited resistance of one hour and a quarter. The Anson had been joined on the 17th by the Kangaroo; and Captain Durham, in his public letter, mentioned his obligations to Captain Brace "*for his services in taking possession of La Loire*," but without referring to the previous action of the latter with the Mermaid. As to the Kangaroo, also, the fact was, that Captain Durham was much more indebted to Captain Brace than he stated, which will appear by the following extract from a journal kept on board of Capt. B.'s ship:

"At half past 8, A. M. on the 18th, we discovered a ship to leeward, disabled, standing to the southward; got up top-gallant masts, and made all sail in chase: discovered her to be an enemy. The Anson, being far to leeward, came up with her first, and began the action. At ¼ before noon, we got close up with them, the Anson lying disabled, with her head in a line with the other's stern. The frigate fired a shot at us, and several volleys of musquetry, which the Anson, from her position, did not return. We fired our broadside. Immediately afterward, the Frenchman's mizen mast went, and with it the colours, which he did not attempt to hoist again. We then hoisted out our boats, sent one to the Anson for orders, and the other boarded and took possession of the frigate, three quarters of an hour before any other came on board. Next morning we took the prize in tow, the Anson being unable to do it."

In the NAVAL CHRONICLE, Vol. III. p. 395. is a letter in reply to one that occurs at p. 42. on the subject of this affair, avowedly written by a person on board the Anson, and signed *Nauticus*; which is very inefficient as an explanation of Captain Durham's silence respecting the Mermaid, and slight notice of the

Kangaroo, and adds that the latter "did not come up till 8 minutes after La Loire struck." The variance of this assertion with the journal above quoted is obvious; and it received, from a writer who signed *Veritas*, in the same vol. p. 516, the most pointed and unqualified contradiction, which stands un-repelled.

The Mermaid having been refitted, Capt. Newman sailed again in her about the end of January, 1799, on a cruise off Corunna, from which he returned to Plymouth early in April; and on the 13th of that month he was commissioned to the *Loire*, which the First Lord of the Admiralty (Earl Spencer) had promised to him as soon as she could be made ready for a pendant, in testimony of the high sense entertained of his great gallantry in the action with her already recorded. From the prevailing want of men, the *Loire* did not go down into the Sound till June; and it was not till December that she could get to sea, when she sailed on a cruize.

Jan. 7, 1800, the Atlas, of 98 guns, in turning out of the Sound to go up Hamoaze, with only a temporary rudder, missed stays, and went ashore, just as the *Loire* was returning from sea. Captain Newman was confined to his cabin by illness, but gave such directions to his first lieutenant, Mr. Rayner, for the assistance of the Atlas, as proved successful in saving that valuable ship, when united with the exertions of her own officers and crew, and the boats of the fleet. The *Loire* was moored as near the Atlas as could be done with safety, with three anchors a-head; and a hawser was paid from her best bower on board the latter; the masts of which were all cut away, and she was striking very hard on the rocks. The tide, however, fortunately was flowing fast, and she swung off in safety. On the 30th, Captain N. again went to sea, having under his command the Danae of 24 guns, Captain Lord Proby, and the Railleur of 18 guns, Captain Turquand, with express orders from the Admiralty, to look for the *Pallas*, a new large French frigate, and a corvette, which were expected round from St. Maloes to Brest.

On the 3d of February, his Majesty's sloops Fairy, Captain Horton, and Harpy, Captain Bazeley, fell in with the *Pallas*, and most handsomely engaged her for nearly two hours; when their damages enabled her to get away from them, on the *Loire* being discovered by the enemy. Lord Proby saw him wear from them, and made the signal for an enemy, at 2 P.M. The action with the Fairy and Harpy ceased at a quarter before 3. Their rigging being repaired, they again chased, and were joined soon afterward by the *Loire* and her consorts. After a pursuit of eight or nine hours, under the heaviest press of sail, on a wind, blowing fresh, the *Loire* and *Railleur* came up with the *Pallas*, close in under the Seven Islands, where she was supported by a battery; and a night-action ensued, for two hours and ten minutes, within musquet-shot, when the enemy surrendered. It was a complete calm, or the battle would not have lasted so long, but it was impossible to get so near as Captain Newman wished.

The *Pallas* proved to be a most beautiful ship, never before at sea, mounting 42 guns, 18, 9, and 36 pounders, with 350 men, and was taken into our navy under the name of *La Pique*.* Every effort was made by the Danae, Fairy, and Harpy, to come up with the chase, but they had not arrived within gun-shot when the action closed. The *Railleur* "most gallantly and ably seconded" the *Loire*; and her assistance was probably about as much in favour of the latter, as the battery was against her. The loss in the *Loire* was 2 killed and 20 wounded: in the *Railleur*, 2 killed and 4 wounded; that of the enemy, about 60 killed and wounded. As Captain Horton transmitted to the Admiralty (through the hands of Captain Newman, sealed, and also a duplicate per post) his own account of the previous action, no detail of it was inserted by Captain Newman in his public letter; the cause of which is here stated, lest otherwise he should be supposed to have disregarded the spirited conduct of Captains Horton and Bazeley, as he himself had before been treated: of which those who knew him are satisfied that he was incapable.† In making for Plymouth, the *Loire* and *Railleur* were driven by a violent gale at E. S. E. into Cork; and the *Pallas*, totally dismasted, into Gwavus Lake, near Penzance: but the former arrived on the 20th April, and the latter in the beginning of March.

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* The *Loire*'s complement was 284 men, but she had not more than 260 on board, including officers; and out of this number nearly 100 were volunteers of all nations, from the prison-ships, who ran from their quarters soon after the action commenced.

† See Captain Horton's and Captain Newman's despatches, Naval Chronicle, Vol. III. p. 314, 315. Captains Horton and Bazely were both made post, in consequence of this affair.

Having refitted, the *Loire* sailed on the 1st of April for Torbay, with stores for the Channel fleet; returned on the 11th, and sailed again on the 18th, with French prisoners, for Portsmouth: whence, early in May, accompanied by the Mercury, 28, Capt. Rogers, Termagant, 18, Capt. Skipsey, and the Millbrook schooner, Lieut. Smith, she departed with a large convoy for Oporto, Lisbon, and Gibraltar, the whole of which were carried in safety to their several destinations, in spite of the gun-boats in the bay of Gibraltar. On the 15th the *Loire* captured a French schooner privateer of 12 guns and 42 men. Captain N. quitted the rock almost immediately, on a cruise off Cape St. Vincent; arrived again at Lisbon in the middle of June; departed for England with a convoy on the 3d of July; and, having seen the fleet safely into the Downs, anchored at Portsmouth on the 3d of August. At the beginning of September he sailed for the Jersey station, and returned in November with the loss of anchors and cables in a heavy gale, in which the Pelican and Havick sloops of war (two of his squadron) were lost in St. Hillyer's Bay; and nothing but the determined perseverance of Captain Newman to get to sea saved his ship. December 1, he again went on a cruise, and returned on the 23d; sailed again for Havre on the 28th, and came in on the 3d of January.

1801. The blockade of the port of Havre, and the watching of some of the enemy's frigates there, now formed the duty of the *Loire*, in company with other ships; and on this station she remained throughout the year; making also an occasional trip to Cherbourg, Marcou, and Jersey, and returning to Portsmouth at intervals. In October, the preliminaries of peace were signed.

At the early part of 1802, the *Loire* was stationed in Yarmouth Roads, Isle of Wight: but in April she came into Portsmouth, and was paid off on the 5th of May.

The blessings of Peace being now restored to this country, though they were doomed to be of short duration, Captain N. again partook of the comforts of domestic life; and notwithstanding that the sanguinary and wide-wasting conflict was renewed in May, 1803, he did not obtain a command till 27th June, 1804, when he was appointed to the Veteran of 64 guns, on the Downs station. Here he was employed in cruizing off Boulogne, and in the attacks on the French flotilla at that port which was destined for the invasion of this country; being occasionally in command of the whole squadron, during the absence of Rear Admiral Louis. In common with other officers, who had local knowledge of Boulogne, Captain Newman expressed to his friends his opinion against any attempt on that place, which, he said, was almost as strong as Gibraltar: but, with regard to the flotilla, the attack of the 2d October, he observed, "must have afforded ocular demonstration to the whole of the army encamped, as well as to that part of it which was embarked, that if only one-third of the vessels which must be assembled previously to making the threatened effort at invasion had been at that time in the Roads, they would have risked and probably met with destruction; and as such an assemblage must be made before that event takes place, so can the same means be adopted by us with every prospect of success." Like most naval men, also, Captain N. regarded the enemy's flotilla with contempt.

In October, the Veteran was ordered to Portsmouth, and united to the Channel fleet under Captain Newman's old commander, Admiral Cornwallis; with whom he continued till the 18th February, 1805: when, intelligence having been received of the sailing of an enemy's squadron from Rochefort, Admiral Cornwallis detached the Atlas, St. George, Eagle, Spartiate, and Veteran, to join Rear Admiral the Hon. Alexander Cochrane in the Northumberland, off Ferrol. This officer immediately proceeded in pursuit of the French to Lisbon, Cape St. Vincent, Madeira, Teneriffe, and St. Jago, where the Spartiate got on shore, knocked off her rudder, and received other damages. No intelligence of the enemy being yet obtained, the squadron (leaving the Spartiate at Porto Praya) sailed to Barbadoes, where they arrived 3d April, and first learnt the destination of the French and their trifling exploits. The Rear-admiral stayed only two days at Barbadoes, and then renewed the pursuit; passing St. Lucie, Martinique, Dominica, Guadaloupe, Antigua, St. Kitt's, St. Eustatia, down the north side of Porto Rico, through the Mona Passage, down the south side of St. Domingo, and thence to Port Royal, Jamaica, where the chase was abandoned.* Rear Admiral Cochrane now went to his station at Barbadoes; and Rear Admiral Dacres, retaining with him the Atlas, St. George, Eagle, Centaur, (from Barbadoes) and Veteran, to add to the Hercule, (flag-ship) Vanguard, and Theseus, sailed on the 26th of April for St. Domingo, to escort the homeward-bound convoy so far to windward; and to avail himself of any intelligence which might yet be gained of the enemy. None occurring, Admiral Dacres returned to Jamaica. The Veteran was detached to cruise off the south side of St. Domingo, but met with no success, and came back to Port Royal on the 24th July. The Vanguard was then under immediate orders for England, with a convoy; and Captain Evans, her commander, being as desirous of remaining in the West Indies as Captain Newman was of avoiding a renewal of attacks from the yellow fever, to which he had so nearly fallen a victim in 1796, an exchange took place between these officers, and Captain N. sailed in the Vanguard for England, with the convoy. The Papillon brig was the only other vessel of war sent on this service, and she parted in a severe gale on the 25th of September, and was never more seen: several of the merchantmen were also dispersed. On the 10th of October, Capt. Newman struck soundings, in 86 fathoms; and on the 11th, he fell in with he Illustrious, 74, and the fleet from Tortola and the Windward Islands. As the Vanguard, which had left Jamaica in a crazy condition, under partial repair, was now making a great deal of water, Captain N. united his convoy with that of the Illustrious, and made sail. In the afternoon, in very thick weather, the haze cleared just in time to shew breakers under the bows, and the rocks of Scilly within a mile, the ship going at the time 10½ knots. On the 14th he anchored at Spithead. The Vanguard was immediately ordered to Plymouth for repairs, and was put out of commission on the 1st of November.

The longest interval of retirement that Captain Newman had known, from his entrance into the service, was now allotted to him; since he did not receive employment, after the Vanguard was paid off, till 12th April, 1808, when he was appointed to the unfortunate Hero, of 74 guns. In July, he sailed from Plymouth, and was stationed during the remainder of the year in the North Seas, cruizing off Flushing, with the squadron of Lord Gardner, and afterward of Sir Richard Strachan.

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* Lord Nelson's memorable and equally unsuccessful chase of this Rochefort squadron is, in course, fresh in the memory of our nautical readers.

1809. In January, the Hero and some other ships were sent round to Plymouth, and were preparing to go to Corunna, for the assistance of the troops then retreating through Spain under Sir John Moore, but were prevented by the arrival of the remains of that unfortunate army. In the following month, the Hero came to Portsmouth, and was thence ordered to reinforce Lord Gambier in the Channel Fleet. At this juncture, the Brest squadron had made its escape, and gone into Basque Roads; and the Hero, meeting Lord Gambier, was directed by him to join Rear-Admiral Stopford, off the Isles de Rhé and d'Oleron.* His Lordship subsequently arrived and took the command; and the well-known attack on the French ships was made on the 11th and 12th April, under the particular direction of Lord Cochrane. So ample have been the details of this business, particularly in the investigation of Lord Gambier's conduct in consequence of Lord Cochrane's parliamentary remarks, that it is unnecessary to enter into any detail of it here. The Hero, we believe, bore no other share in it than that of furnishing a boat or two for the attack: the assistance and management of which, however, were very conspicuous; and the first lieutenant, Mr. West, obtained promotion to the rank of commander.†

After this discomfiture of the French fleet, Lord Gambier detached two squadrons, of four sail of the line each, one under Captain Newman,‡ and the other under Captain Pulteney Malcolm, on separate cruises: but both returned, at the expiration of their limited periods, without any particular occurrence.

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* On his passage, Captain N. took the General Lauriston, French brig, from Nantz, bound to the Isle of France.

† "One of the fire-vessels, carried in by the first lieutenant of the Hero, armed with a volley of 50 rockets on one side, was laid ashore on the Isle of Aix; and the whole going into the batteries, in one flight, silenced a very heavy fire of cannon and musquetry."—NAVAL CHRONICLE, Vol. XXI. p. 406. *note.*

‡ Consisting, besides the Hero, of the Illustrious, Captain Broughton, the Valiant, Captain Bligh, and the Gibraltar, Captain Ball.

During his cruise, Captain Newman obtained information from the Entreprenante cutter, which had fallen in with the Hawke, bearing despatches from Admiral Sir A. Cochrane to Lord Gambier, of the attack made by Sir Alexander on the squadron which had sailed from L'Orient, at the Saintes; with the capture of Le Haut Poult, and the escape of the Courageux and Polonnaise, of 74 guns, and the Italienne and Furieuse frigates. He accordingly sent the Anne brig, with immediate intelligence of this event, to Admirals Sotheby and Stopford, off L'Orient and Rochefort, and the Entreprenante to Admiral Berkeley, at Lisbon; in hopes of enabling those officers to fall in with the fugitive ships. They were intercepted, going into Brest, by the Bellona and Defiance, and chased off that harbour and Rochefort, but subsequently were said to have run into Cherbourg. The Hero came into port in June; and Captain N. being detained on shore as a witness on the trial of Lord Gambier, Captain James Bowen was appointed to act as commander of that ship, and proceeded in her with the formidable armament against Flushing. In giving his evidence respecting the affair in Basque Roads, Captain Newman stated his opinion to be that nothing more could be done than was effected: an opinion which was fully confirmed by the subsequent honourable acquittal of the noble commander-in-chief.

The court martial having closed on the 4th of August, Captain Newman joined the Hero off Flushing. After the surrender of that town, he brought a number of prisoners to Spithead, and returned almost immediately. On the mortifying subject of the mismanagement and losses attending this expedition, it is not incumbent on us nor desirable here to dwell; and we shall proceed to the termination of it, by stating that Captain N. arrived from that service, at Deal, the 26th of December, and sailed directly to Portsmouth.

1810. Having refitted at Spithead, during January and February, Captain N. resumed his eastern and northern station, and sailed for the Downs on the 11th of March, thence to North Yarmouth, and thence to the Baltic (22d April), being appointed to form one of Sir James Saumarez's squadron for the protection of our commerce in that sea. Here he continued, in the unpleasant duty of convoying the trade backwards and forwards from Dars Head, the south entrance of the Great Belt, to Sproe island, throughout the summer. The nature of this service may, in some measure, be conceived from a passage in a letter to one of his friends :—

"I am now, June 25, writing off Femeren island, with a convoy of 200 sail, escorted by the Hero, Edgar, and Saturn, all of 74 guns, Solebay, 32, Alonzo, 16, and Wrangler gun-brig, 14. We are waiting for a wind to push through the fiery ordeal of the Danish gun boats: for without a breeze, even line-of-battle ships may be sadly annoyed by this apparently puny but really powerful force; and were the flotilla *French* instead of *Danish*, we might be obliged to quit the Belt, let our ships of the line be as numerous as they could. No convoy attempts to pass but under the escort of two ships of the line and some smaller vessels; and they would scarcely be a protection if the enemy had any *dash* about them, for it is impossible to keep a convoy so collected but that some part might be annoyed by them. Of course, a calm is our dread, and we may now expect calms for a constancy. Indeed, we have been thirty hours, and thrice under weigh, in coming this short distance.—June 26. We are now off Narskow, the most dangerous part of the Belt. It is almost calm, and the gun-boats are numerous, this being their chief rendezvous. We already see 24 of them, of a large size, carrying from 70 to 80 men, with two 24-pounders at the bow. Two sail of the line are stationed at the northern entrance of the Belt, two at the southern, three off Sproe, and one off Gottenburgh : so that eight are occupied between the northern and the southern extremities of this passage."

An unfortunate incident occurred in the month of August, in the loss of two boats of the Hero, which were cruising against the Danish privateers and row-boats, with two officers, and twenty-eight men. It is stated in the NAVAL CHRONICLE, Vol. XXIV. p. 286. Captain N. spoke of it, in a private letter, as a severe blow not only to the ship but to the service :—

"I have seldom," he said, "met with two more promising young men, than Lieutenant Jenks and Mr. Whitenoom, and I felt an affection for them both. I know not how to convey the sad tidings to their families, of which they were both very justly the hope and the delight. Poignant, therefore, will be this intelligence to them; as well as to the friends of the more humble but valuable seamen and marines who perished at the same time. The event has thrown a gloom over us all : but we must endeavour cheerfully to submit to the decree of Providence, with gratitude for mercies conferred, so far exceeding the chastisements at which we are prone to murmur, but which are doubtless designed to warn and reclaim."

It is truly observed in the NAVAL CHRONICLE, as above quoted, that the inhumanity of the Mecklenburgh soldiers, in driving the crew of the remaining boat again to sea in a stormy night, after the one had been sunken, and thus occasioning the loss of that also, is horrible to relate, and scarcely to be believed: on the shores, too, of a relative of the Queen of England! Such, however, was the melancholy and disgraceful fact. We have not heard whether any communication respecting it was made by our government, or any explanation offered to them.—The ship being wind-bound in Wingo Sound, off Gottenburgh, on her passage home in September, Captain N. took the opportunity of visiting that city, and thus related his excursion in a letter written at the time:—

> "After I landed, I proceeded through a very romantic and picturesque country to Gottenburgh, which is now just rebuilt in a very handsome manner, after having been burnt down, and will be one of the finest towns in Europe when finished. Few places have such an advantageous situation, or such great facilities for a trading town; and it is rapidly increasing in note and wealth. The streets are all at right angles, and broad: the principal one extremely so, with the river Gotha flowing in the centre, which is passable by many convenient bridges. The houses are lofty, handsome, and uniform, and are built with a white brick. The Exchange is a tolerable building, in the old part of the town: but the new buildings, which form by far the largest portion of the whole, greatly excel the old; and the new church, not yet quite completed, will be a fine structure. I dined with a number of gentlemen, who associate together at a country house, in the centre of a very large well-stocked kitchen garden, from which is a very good prospect. The river, which is deep and rather wide, skirts one side of the garden; and, together with shady gravel-walks, forms a pleasing romantic scene. All the vallies are bounded by the most rugged bare rocks, of immense extent, constituting the leading feature in every view, and adding greatly to its singularity, if not to its beauty." *

As early as 25th September, Captain Newman had the satisfaction of arriving off Yarmouth, with the Mars, 74, and others, having under charge an immense convoy of between five and six hundred ships (the largest that had ever sailed from the Baltic), besides about 60 prizes taken by the squadron. The Mars and Hero passed on through the Downs to Portsmouth; and, information having been just received that two sail of the line and a frigate had escaped out of Cherbourg on the 27th, Captain N. and his companion sailed immediately in quest of them. He returned, however, in a few days, the enemy having again taken the shelter of their own port. On the 5th of November, the Hero arrived

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* This description of Gottenburgh is amply corroborated by the recent account of Dr. Thomson, in his *Travels in Sweden*, 4to. 1813.

at Plymouth; being ordered to Basque Roads, for the blockade, which had always been kept up, of those of the French ships that had been left crippled in the Charente, after the action in April, 1809.

Again, and for the last time! appointed to the Baltic duty, Captain Newman returned to Plymouth, March 6, 1811, sailed for the Downs April 3, reached Wingo Sound on the 1st of May, and had the station of Hano Bay allotted to him, under Rear-Admiral Reynolds, in the St. George. In mentioning this selection for service, he observed, that "all which he had to deprecate was the being kept out late, which he trusted would not be the case, after having been so long put off from docking:" an expression which becomes worthy of notice, when connected with the deplorable events that finally occurred; and which is strengthened by his observation in a subsequent letter, that it is supposed "the ships will be detained till November, though it might have been imagined that the disaster of the last year would have prevented it." The disaster to which he refers was the loss of the Minotaur, of 74 guns, on the Haak Sands, off the Texel, on the 22d of December, 1810, with the greater part of the crew. How much more closely he adverted to this fatal event, and how lamentably his apprehensions were realized, will soon be perceived.

On the 16th November, the St. George was totally dismasted, and nearly wrecked, in the Belt:* but by the greatest efforts, and the assistance of other ships, she got off the bank on which she struck, erected jury-masts, and was towed by the Cressy to Wingo Sound, on the 1st of December; where Sir James Saumarez, in the Victory, and other ships of the squadron, were assembled. Nearly thirty of the St. George's convoy, homeward-bound, had been lost; and the remainder were brought by the Hero, after a perilous passage, to Wingo, a few hours subsequently to the arrival of the St. George. Among the vessels lost, was a prize to the Hero; and another prize was captured: but, said Captain N. in a letter dated December 3, "as all lives were saved, I am indifferent about the prizes, though I should probably have gained a few hundreds by their safe arrival."—Adverse winds prevailed till the 17th, when all the ships sailed. The Defence and Cressy were ordered to attend the St. George; the Hero was appointed to take charge of the convoy; while the commander-in-chief directed his course for England in the Victory, with the Dreadnought, Vigo, and Orion, and arrived at Portsmouth on the 26th.—As to the former ships, however, misfortune had "marked them for her own." After they had cleared the Sleeve, a dreadful gale came on from the N. N. W. The St. George, Defence, and Cressy, were buffeted about for five days: when the latter was forced, for self-preservation, to cast off the St. George; which, with the Defence, was driven on the coast of Jutland, and wrecked, on the morning of the 24th:* but the Cressy with difficulty escaped, and reached England.† Of the circumstances attending the Hero, little is known. A midshipman belonging to her, in charge of a prize, parted from her on the 22d, the wind then blowing hard from the north, the Grasshopper brig of war and about 30 sail of the convoy in company with her, and she being under close-reefed top-sails and reefed fore-sail, with her top-gallant-masts on deck, steering about W.S.W. It was also stated, in the newspapers, on the authority of a letter from an officer of the Grasshopper, that, on the 23d, in the afternoon, they were hailed by Captain Newman, and told that, supposing himself to be near the Silver Pits, he should alter his course two points to port. In the night of the 24th, however, the Hero struck on the North Haak sand, off the Texel, which is far to the northward and eastward of the Silver Pits, and was totally lost; being shortly followed by the Grasshopper, which beat over the sands, and was carried into the Texel. On the same spot, in the December preceding, the Minotaur was wrecked; and here we must finally record the prophetic remarks of Captain Newman, one or two of which have been already mentioned. On the day before the sailing of the squadron from Wingo Sound, he was conversing with other officers on board of the Victory, on the late season of the year and their approaching departure; when he closed the subject by observing, "I cannot help thinking that we have been detained too long, *and it is well if some of us do not*

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* See an excellent description of the narrow escape and the exertions of the brave crew of this ill-fated ship, by a serjeant of marines, NAVAL CHRONICLE, Vol. XXVII. p. 113.

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* See NAVAL CHRONICLE, Vol. XXVII. p. 44; and Vol. XXVIII. p. 118.

† See an account of the conduct of the Cressy, NAVAL CHRONICLE, Vol. XXVII. p. 120.

share the fate of the Minotaur." It is, indeed, singular that he should be doomed to verify in his own person the justice of his conjecture, and that his destiny was completed by the selection of his ship for the convoy; whereas the event shews that, had he continued with the commander-in-chief's squadron, he might have arrived at home in safety.*

If it be considered that Captain Newman was the senior Captain in the fleet (except one), and that his ship was by no means in a good state, it seems peculiarly hard that he should have been thus selected for the convoy-duty, at such a season, and in such a sea; when the convoy, after having cleared the Sleeve, had not the smallest occasion for the protection of a line-of-battle ship; and when the safety of that ship might absolutely depend on her being able to make every exertion in a moment of danger, and to beat off a lee-shore by carrying a press of sail. The foreign papers, in reporting the loss of the Hero, state that she was discovered at day-break on the 24th, *totally dismasted*, on the Haaks; and we believe that no evidence has been produced to prove that she did not strike in consequence of having first carried away her masts, in attempting to haul off shore, on finding her situation. Justice to those whose lives have been thus sacrificed requires us to shew, by a plain exhibition of facts, that, had that attention been paid by the Admiralty to the condition of the Hero, which was due to the representations made respecting it, and to the character and feelings of an officer of such standing and acknowledged merit as her Captain, she would at least not have remained in a defective state in the North Seas in December, 1811, and consequently not have been exposed to the dangers which overwhelmed her.

We have already related that Captain N. was appointed to this ship in April, 1808. She had been paid off in 1806 by the present Lord Gardner, and, being supposed to have the dry rot, was laid up in harbour for two years. The consequence of her lying thus long on the mud was that her bottom became so foul, that docking would have been desirable before she was again commissioned. This, however, was not done; and nine months after Captain N. took the command of her, he represented to the Admiralty the necessity of that measure, her sailing being greatly impeded by the state of her copper: but his application was vain, and she was employed off the Scheldt and at Flushing. It was admitted that docking was necessary, but the Admiralty was said to be much pressed for ships of her class at that time, and it was put off, with a promise that it should take place on her coming into port. On her return a second time from Flushing, where she had twice been aground, Capt. N.'s representation was repeated: but he was ordered to refit for Channel-service during the winter of 1809-10, and in the spring was sent to the Baltic. In September, 1810, as we have seen, he returned from that station; and a survey of the ship being taken, the builders at Portsmouth reported that her copper was very foul, and that docking was wanted:—but she was again ordered for Channel-service. Captain Newman now applied for leave of absence, for the express purpose of personally stating to the Admiralty the condition of the ship; and he added that, though she was formerly a prime sailer, her defects were now such that, if he should have the good fortune to fall in with the enemy, he had no chance of coming up with them, and preserving that character which he had gained in 28 years of service, and in several actions. In answer to this representation, the First Lord, Mr. Yorke, promised that the ship should be docked on her return from the service on which she was now going.

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* A foreboding of disaster, more distinct in its reference to the Hero, and more efficient in its tendency to preserve the person feeling it, took possession of a gentleman who had been appointed chaplain of that ship in 1810; and who afterward felt a repugnance to remaining in her, which was unaccountable and indescribable, but so powerful as to induce him to obtain leave to come home: in consequence of which, it needs scarcely be added, he was saved from the catastrophe in which he would otherwise have participated.

Nevertheless, on her arrival from Basque Roads at Plymouth, in March, 1811, the Hero was ordered to refit immediately for the Baltic, though docking was particularly recommended by the builders at that port, as it had before been at Portsmouth. In July, Captain N. wrote to a friend, that "the ship's copper was the foulest that ever man of war had, having on it a great accumulation of barnacles; that the St. George, though a heavy sailer, ran him hull-down in about four hours; that the Courageux and Tremendous kept way with him under their top-sails, though the Hero had every thing set which she could carry; and that there was scarcely a merchantman in the convoy that did not beat her." In August, he again says, "the Ernest gun-brig ran me out of sight under her top-sails and fore-sail."—The masts of the Hero were also become so unsound, that it was commonly observed by her officers, that they would probably be carried away if severe weather occurred. Had she, in such a state, chased an enemy's squadron, in company, she could have had no share in the action; or, if pursued by a superior force, she must have been captured.

Such were the condition, the neglect, and the employment, of this ship, for three years.

It was said by Mr. Yorke, in the House of Commons, that the Hero was lost in consequence of an error in reckoning; and that such error prevailed seems probable from what has been already stated: but that any blame is therefore imputable to her officers may be demonstratively denied. In fact, the *currents* in the North Sea make it impossible to place any reliance on the reckoning; and the only mode of guarding against them is by *observations* for the longitude, which can seldom be obtained in the winter. When the Hero was coming home, the sun was not seen for several days, and day-light lasted not more than six hours. As to *soundings*, those who have been in the habit of crossing the North Sea know that soundings form little or no guides, except when observations can be taken, and then they are scarcely wanted. It is evident that every attention was paid to the navigation of the Hero by her pilots, since they shaped a course (as appears by the letter from the officer of the Grasshopper) from a full conviction that they were in a certain situation: but they had been several days at sea, part of the time with foul winds, and with the disadvantage of a convoy to superintend, which makes it more difficult for a man of war to keep a reckoning. One of the last acts of the Hero that is known, was, in faithful execution of her hard duty, to run to leeward to collect and close her convoy: which contributed to carry her out of her course, towards the shore on which she was afterward wrecked, and to disturb her reckoning.

They had a good time-piece on board of the Hero: * but it had become out of order, and they could not see the sun to enable them to make use of it. In coming in from the North Sea, between our own coast and that of Holland, great difficulty occurs, and the most experienced pilot may be fatally mistaken. If from want of an observation the latitude be not correct, the longitude will in course be more imperfect. An unaccountable current, in dark, blowing weather, is found to set to the eastward, or on the coast of Holland: for this an officer or pilot may at a hazard allow, and it may not exist, or the contrary: but they are fearful of allowing too much for this uncertain current, and in consequence getting too near the shoals on our own coast, called *Smith's Knowl*, and the *Lemon* and *Ower*. This is the great danger in coming in from the North Sea, if the land has not been made on either coast: for these shoals have no buoy or mark on them, to warn the mariner of his situation. In a narrow part of the North Sea, therefore, where currents prevail which are extremely strong, and incomprehensibly irregular,—where a small error in reckoning may be fatal,—and where *in winter it is impossible to guard against such error*,—it is clear that ships (certainly *large* ships) should not be kept out late. Every ship of war that arrived at home, in the winter of 1811, was greatly out in her reckoning. Sir James Saumarez's own ship, the Victory, and the squadron in company, which preceded the Hero, though they had no convoy, would have met the same fate which that ship experienced, if the master of the fleet had not persisted in steering to the westward, contrary to the opinion of the admiral; and still they came so near the Texel, that the Desirée frigate, cruising off that island, made the signal shewing her longitude, to inform them of their situation. They also reached that spot in daylight and clear weather, which proved fatal to the Hero, by her coming on it in the night.—In 1806, the *Immortalité*, Commodore Owen, which had been only *half a day* from home, was so much out in her reckoning as to be within a hair's breadth of being wrecked on the Haaks; a momentary clearing of the fog shewing her officers the land and the breakers close to them. In the summer of 1811, also, the Niobe, though only a few hours from England, on her passage to the Texel, had her reckoning in like manner materially incorrect.—It would be tedious, however, to enumerate all the instances of a similar nature which might be produced. Every year is fruitful in creating them.—Even in the Channel, *where the tides are regular*, when Sir Joseph Yorke was taking troops to Lisbon, in 1811, in a squadron of men of war, he had not been thirty hours from Torbay before a greater error occurred in the reckoning on board his ship than would have lost the Hero (a strong proof of the fallacy of dead reckoning); and on another occasion, before he had been eight hours from Torbay, the squadron was close to the Skerries rocks off the Start, and some of them with difficulty escaped. Yet Sir Joseph Yorke is said to have censured the loss of the ships in the Baltic, in December, 1811 !—Surely no epithet can be too harsh for those who, without adequate knowledge of the *particular* circumstances, attempt to fix blame on the sufferers in such catastrophes, and thus to deprive their friends and their country of the melancholy consolation of believing that they died while properly discharging their duty. An unsullied character is almost the only reward which our naval defenders in general enjoy, for the numberless privations and hardships to which they are exposed; and it must embitter the last moments of an officer's life, if he knows that his reputation may be aspersed with impunity.

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* See remarks on the necessity of supplying chronometers to men of war, NAVAL CHRONICLE, Vol. XXVII. p. 121. (Feb. 1812)

As to the ultimate wreck of the St. George, and the Defence, few particulars have reached us: but it is clear that the latter was lost solely owing to her assiduous attendance on the former. The sufferings of their brave crews have been partially made public: but the hardships endured by the people of the St. George, when she first encountered the fury of the elements, in the Belt, together with the almost unparalleled fortitude, perseverance, and discipline which they evinced, have never received the praise that is so eminently their due, because they are not generally known. We speak from the best authority when we state that such was the fact; and we only repeat the sentiment of the profession, when we say that the merciless ocean could not engulph a flag-officer, a captain, and a crew, who possessed more general esteem, and whose fate excited more sincere regret.* It certainly was matter of surprise with naval men, that, after the great damage sustained by the St. George in the Belt, the continuance of bad weather, and the increased lateness of the season, any effort was made to bring her home, fitted only with jury-masts, and worked by only a temporary rudder. She might have been left with perfect safety for a more favourable season, as the Courageux was in the following winter, from the loss only of her rudder; and Admiral Reynolds might have been received on board of the Hero, which is known to have been his wish and intention, if such had been the arrangement of the commander-in-chief. Every officer who saw the St. George was convinced of the hazard of her attempting the passage home in her disabled state; and representations to that effect were made both to Sir J. Saumarez and to Admiral Reynolds, the latter of whom fully admitted the truth of the observation. The allotment of the Defence and Cressy to an attendance on her served, as the event proved, to place those ships in similar peril; and, indeed, when a ship gets on a lee shore, in a gale of wind and a heavy sea, the whole navy of England could not save either her or her crew. The conduct of that excellent man and officer, Captain Atkins, of the Defence, forms an instance of rigid adherence to duty and of self-devotion, which is rarely to be paralleled; fully aware of his danger as he must have been, and sensible also that by quitting the St. George he might have provided for his own safety. When the Cressy wore and made sail from the St. George and the Defence, under a conviction of their hazardous situation, the latter "was *without any sail set*, staying by the former"! *

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* About eighteen of the best seamen of the St. George and the Defence escaped, and, as is customary, a court martial was held to inquire into the loss of those ships: which court, after the most minute investigation, passed the highest encomiums on the conduct of Admiral Reynolds, and Captains Guion and Atkins. Not a man was saved from the Hero: but, if any had survived, those who knew Captain Newman will feel confident that the result of a court martial on them would have been similar to the decision of that which was held on the poor fellows who told the melancholy tale of the St. George and her companion.

It may be observed that, though the Hero was lost, and several of her convoy, yet many others of them made their passage good; and it has even been stated, that the masters of some were aware that the course pursued by the men of war was not sufficiently westerly, and altered their steerage accordingly. Masters of vessels constantly trading to the North Sea may perhaps be better acquainted with the peculiarities of that navigation than the King's pilots, and their ships are better adapted to the service than those of the line: a circumstance which tends to prove the impropriety of keeping ships of the latter description on that station at any time, but particularly in the winter. In fact, the pilots are averse to take charge of line-of-battle ships to cruise off the enemy's coast in the North Sea, after the month of September. If, however, a charge of incapacity can be substantiated against the navy-pilots, this is a matter which most imperiously demands consideration. Perhaps, indeed, it is to be regretted that our ships of war are ever intrusted to these men, who are not brought up in the navy, and most of whom are extremely ignorant: but every ship is ordered to have them; and as they are supposed to possess a local knowledge of the soundings of the different coasts, &c. a captain could not venture to take the charge of a ship out of their hands, unless they had shewn evident marks of incapacity (of which he is often not a judge until too late), or were drunken, or for other strong reasons. Should the weather enable a captain to use his time-piece, he would then shape his course accordingly, though it were in opposition to the pilots, and would be justified: but, as the Hero had no such weather, it cannot be doubted that the regulation of her course was in conformity to the opinion of her pilots, of whom she had two on board who were supposed to be among the most skilful in the knowledge of those seas.

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* See account of the proceedings of the Cressy already quoted, NAVAL CHRONICLE, Vol. XXVII. p. 120.

Under the impression that the fate of Captain Newman was peculiarly hard, and that it was even still harder that his professional fame should be subject in the last act of his career to the shadow of blame, his sorrowing parent, who survives him, took the liberty of writing to Sir James Saumarez; briefly stating the circumstances which have already been mentioned here, respecting the condition of the ship, her detention in the Baltic to so late a period, her appointment to the convoy, and the insinuations of blame attaching to her officers on account of her loss: observing, that some public notice of these events would probably occur; and disclaiming all intention to take any such step without previously submitting this representation to the consideration of Sir James, and to his rectification of any error which it might contain. The result of this correspondence, most politely and feelingly expressed on the part of Sir James, is now to be stated, with his consent.

Extract of a Letter from Vice-Admiral Sir James Saumarez, Bart. K.B. to Charles Newman, Esq. dated London, 2d March, 1812.

" I ever consider the melancholy loss of H. M. ships on their return from the Baltic, as a severe national calamity, and must be greatly aggravated to those who like yourself, Sir, have the loss of near relatives to deplore; but that it should be insinuated that blame could be imputable to any of the officers on board the Hero, or any other of those most unfortunate ships, appears to me inexplicable, and can never have been thrown out by professional men, or those acquainted with the dangerous navigation of the North Sea in all seasons of the year, and more particularly in the winter-months. By the letters which I understand to have been received from Holland, it appears that the loss of the Hero did not arise from any defect of the ship, or of her masts and yards, but is to be ascribed to an error in the reckoning, which led them to suppose themselves at a greater distance from the coast of Holland than the ship actually was. I need not observe that pilots, who are supposed to possess local knowledge and experience, are usually intrusted with the charge of H. M.'s ships, together with the master, and are all subject to the directions and controul of the commander, who seldom orders any deviation in the course pointed out to be steered, without a conviction of his possessing superior knowledge of the coast than the pilots or master. Captain Newman, whose great merit and skill as an officer are so generally acknowledged, cannot be supposed to have taken the charge upon himself, without having had very sufficient reasons for so doing.

"With respect to the last convoy having been detained to so late a period of the year, it arose from inevitable circumstances, which prevented their arrival in Wingo Sound till the 1st of December, where they were detained by contrary winds until the latter end of that month.

"The state of the St. George requiring the attendance of two line-of-battle ships, the Cressy and Defence were appointed to that service; and the Lords of the Admiralty having directed that the important and valuable convoy should sail under the protection of a ship of the line, the Hero, under whose charge they arrived in Wingo Sound, was directed to proceed with them to England.

"Had it pleased the Divine Providence to grant them a few days favourable weather, they would have reached the coast of England in safety. A convoy that sailed from Hano Bay five weeks subsequent to the St. George, arrived in the ports of their destination without the loss of a single ship: while a prior convoy, which left the Baltic under charge of the Courageux in the month of October, was totally dispersed in a severe gale of wind, by which several of the ships foundered at sea, and others were totally lost upon our coast; which proves that it is not for human means or foresight to avert these calamities."

In reply to this letter, Mr. Newman observed, that Sir James did not so fully advert as he could wish to the circumstances of the Hero being charged with the convoy, notwithstanding the state of that ship, and the seniority of her captain; and he more especially begged to know on what ground it was supposed that Captain N. *had* taken charge of the ship, out of the hands of the pilots. Sir James answered :—

> "Having in my letter of yesterday remarked, that the disabled state of the St. George requiring the attendance of two line-of-battle ships, the Cressy and Defence had been appointed to that service; and that the Hero, under whose charge the convoy arrived in Wingo Sound, Captain Newman, was entrusted with them to England; in this arrangement I had in view the seniority of Captain Newman, as well as the general state of the Hero: deeming that service, under the existing circumstances, better adapted than to have been attached to the St. George.—
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> "In the remark I made, that "Captain Newman cannot be supposed to have taken the charge of the ship from the pilots without having very sufficient reason for so doing," it was far from my intention to convey an opinion of his having so done; but, to the contrary, I think it very improbable that the circumstance can have occurred."

These letters bear strong testimony to the extreme danger of the Baltic and North Sea service, *at all times*, and to the blameless conduct of the officers who perished in it in the year 1811. How far they are satisfactory on other points, or in shewing the necessity of the alternative that the Hero should be appointed to attend either the St. George or the convoy, the reader shall be left to judge.

It is incontrovertibly evident, then, from the preceding statements, that the protection of our trade to the Baltic cannot be effected without the greatest hazards to our navy, and ought to be subject to all such regulations, and guarded by all such precautions, as human wisdom, attention, and ingenuity can provide.* The latest period up to which any convoy should be granted, the size of the ships of war employed on this duty, and the adoption of safeguards (as far as may be) against the dangers of the navigation, are, in this view, objects of distinct consideration and deep importance. We shall offer a few remarks on each.

1. The last convoy from the Baltic has of late years been ordered, nominally, to sail from Hano Bay, where the ships collect,

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* See a recent instance of the dreadful effects of a storm, as early as the 13th of October, on the shipping off Gottenburgh, related in the last NAVAL CHRONICLE, page 330.

about the beginning or middle of November: but in 1811 a convoy passed *up* the Baltic so late as the 23d of that month. They have then to get out of the Baltic through the Belt, and down the Cattegat, a most dangerous navigation, with only about six hours' day-light; after which they assemble in Wingo Sound, the outer roadstead of Gottenburgh, whence with the first fair wind they sail for England. This supposed last convoy, however, has often not departed from Hano till the middle of December; and thus are valuable lives, ships, and property, exposed to the merciless winds which, as the commonest mariner in the service knows, set in long before that period in those seas. Since the war with Denmark, convoys being obliged to go through the Belt instead of the Sound, their passage becomes very tedious; and merchants feel disposed to run great risks rather than not make the usual number of voyages. Under these circumstances, much less delay would take place if the convoys were smaller, and more frequent. In the present system, however, the merchants, not satisfied with that number of voyages which may be performed in the proper season, reload their last returned ships, and then in a body sign a petition to the commanding officer of the convoy to wait ten days or a fortnight longer: by which time the fair wind has perhaps been lost, the weather has become dreadfully boisterous, with snow-storms, and nothing ensues but calamity to the underwriters and to his Majesty's ships. It must be supposed that, in granting such petition, no commanding officer has acted without authority from the Admiralty; and to that Board, therefore, we must look for the prevention of the mischief.—Even the middle of *November*, however, is too late a period to risk *any* ships of convoy in so difficult a navigation as that of the Belt and the Cattegat; and, as line-of-battle ships must protect the trade through the Belt from the enemy's host of gun-boats, the latest day appointed for sailing should, perhaps, be the 15*th of October*. The winds are very uncertain; and the fleet may then be obliged to wait a moon for a leading wind through the Belt.—Ships not loaded and ready by that time should remain out, in safety, till the following spring.

2. With regard to the size of ships of war employed on this service, surely three-deckers can be of no use in the Baltic: there are none to oppose them, except among the Russians, whom we

have seldom had occasion to suspect; and a 74 is a handier ship, and more serviceable. If the Scheldt fleet were to come out to the Baltic, our Admiral on that station would soon follow it, and three-deckers might be kept with him. Neither (as we have said before), in the present state of the marine of our enemies, can any line-of-battle ships be necessary as convoy to England, after the merchant-vessels have cleared the Sleeve.

3. To speak of some of the dangers of a North Sea passage, which it is conceived might be obviated, in a degree at least.—The *Lemon* and *Ower* (before mentioned) are two shoals lying about 26 miles N.E. of Cromer, on the coast of Norfolk; and *Smith's Knowl* is a long shoal about the same distance from North Yarmouth, in the same direction. The two former sands are nearly dry at low-water; and all three (as already remarked) are out of sight of land, and give no warning for ships coming in from the North Sea. Small ships can run over the *Knowl*, or parts of it, but not such ships as we have lately lost.—Now these shoals being so far from land, it has been supposed that no buoy on them would ride through the winter-storms. A different opinion, however, is entertained by some naval men, who think that buoys of a proper construction might be made to watch on *Smith's Knowl* during the winter; and that, if one did break adrift, another might be put down. The shoal is extensive, and six buoys instead of one might be laid down: *all* of which would probably not drift away in one season.—As to the *Lemon* and *Ower*, the Trinity-Board have been of opinion that a light-vessel on those shoals would break adrift: but, to prove the question, a master in the navy offered to live a winter in a floating-light, properly secured close to them, constructed similarly to others on the coast, such as at the Nore, the Gull-stream, in the Downs, &c.—In a word, if we must trade to the Baltic so late, no trouble nor expense should be spared to guard against common known danger.

It is time to revert to the immediate subject of this memoir, and to bring it to a close.

From the narrative which has been presented, the reader will see that few officers have passed thirty years in the service with more active duty and less intermission than the late Captain Newman; and, as we have already paid a merited tribute to his fellow-sufferers, so we can as truly say of him, that he perished beloved, esteemed, and deplored by all who knew him, in or out of the navy. It was justly observed, by some Correspondent of this Work (Vol. XXVII. p. 120. Feb. 1812.), that "he was a friendly good-hearted man, as brave and as generous as a lion:" the detail of his career, and the testimony of Sir James Saumarez, will shew his "great merit and skill as an officer:" some passages interspersed in it evince his kindness of disposition and his genuine piety; to the former of which quality, in particular, every officer who has served with him can bear witness; and we must yet add one or two traits which strengthen the representation.—We have seen, page 379, the terms in which he spoke of the loss of some of his officers and men in their boats, during the year 1810; and he lamented this unfortunate incident so sincerely that, on his return home, he endeavoured to satisfy his feelings, by ordering a handsome and expensive monument to their memory to be erected in the church at Kingston, near Portsmouth. He did not live to see his design executed: but his widow, with that deference to his every wish, and that veneration for his virtues, which can alone convey any consolation to her "wounded spirit," has undertaken its completion.—His regard for this amiable partner of his bosom was unlimited and unceasing; and if, in the memoirs of a son of the ocean, we might enlarge on those softer feelings which shed lustre on the heart of man, the domestic and social character of Captain Newman might be displayed with great effect. It may suffice to say, as one instance, that, in defiance of his ardent and unremitting zeal for the service in which he had been so long engaged, and of those honours in it to which he had always been looking forwards, and which were now fast approaching him, he offered in 1810 to relinquish his ship, and to put all his prospects to hazard, if his presence at home might be deemed likely to alleviate those pains of bodily indisposition, under which he had left Mrs. Newman suffering.

A monument to his memory, designed and executed by the classic hand of Westmacott, has been placed in the church at Preston, in Northamptonshire; and a part of the inscription on it may now be quoted, to sum up the slight and inadequate character of him which we have here traced :

In disposition, generous yet just, and gentle yet intrepid,
In manners, animated and engaging,
In temper, frank and placable,
Benevolence was so naturally the inmate of his bosom,
That, if Displeasure entered, it was repelled as an Intruder.
Zealous in the duties of his profession of Arms,
But delighting in the enjoyments of Peace,
He was not less the firm opposer of his Country's Foes
Than the cordial advocate of his own Friends.
He fulfilled, indeed, so estimably all the relations of life in which he was placed,
That he is equally to be regretted
As a Son, a Husband, a Brother, a Friend, an Officer, and a Man !

Had Captain Newman lived, the flag-promotion of 1812 would have included him, and have advanced him to the rank of Rear-Admiral of the Blue Squadron. He has left no children : but his respected father survives to lament him, with two sisters, and a brother, who is a prisoner of war in France, having been wrecked on that coast in 1804, when assistant-surgeon of the Hussar frigate. His heraldic bearings are given beneath the Portrait prefixed to this Memoir : the escutcheon of pretence, in the paternal quartering, with a portcullis imperially crowned, being an augmentation granted to Richard Newman, Esq. of Fifehead Magdalen, already mentioned, for his loyalty to King Charles the Second, and who was shortly afterward created a Baronet.

G.

NAUTICAL ANECDOTES, &c.

THE LATE CAPTAIN WRIGHT.

THE following letter was read at the court martial held on the 1st inst. in the Downs, on Captain Wallis, who was first lieutenant of the Vincejo. It was written by the lamented Captain Wright, in the gloomy Tower of the Temple, a few days before his midnight murderers obeyed the fatal and malignant mandate of Bonaparte ; and the reader cannot fail of being struck with the patriotic and manly spirit of the writer, who appears to have had a full conviction on his mind, that he was intended as a devoted victim to the blood-craving appetite of the tyrant; while there existed also a spirit of general good-will to society, and a most paternal care of the young gentlemen of his quarter-deck, among whom were his two nephews.

"MY DEAR WALLIS, *Tower of the Temple, Paris, Sept.* 4, 1805.

"In order to obtrude but little on the translator in office, and favour an early delivery of my letter, I send you this time merely a short one, in acknowledgment of your kind perseverance, which procured me the pleasure of receiving yours of the 29th August a few days ago.—Accept my best thanks for your congratulations on my promotion, which is, however, become indifferent to ME, further than as it demonstrates the justice and liberality of our government, of which I never entertained a doubt. I beg you to bear in mind, that I have *every proper feeling* upon the subject; and that the handsome manner in which it has been conferred has not escaped my observation, or failed to have due weight; although it has been in my contemplation to resign my commission through an official channel here, in order to relieve government from the embarrassment my extraordinary situation must have placed it under, and to prevent a practice, which I forbear to characterise, bearing upon other victims on either side: but I feel, upon further reflection, that although I were willing to forego its protection, yet no act of mine, thus situated, could absolve my government from the performance of its duty to a British subject.

"I rejoice to hear, at length, that you are near those dear boys, in whose progress my whole solicitude at present centers; give them my best wishes, and recall to their memory what has been so often pressed upon them. I must have no idleness, no indecorous boyish tricks, no habits of riot and inebriety, no deviation from truth, no adoption of prejudice, no tendency to exaggeration, no indiscriminate censure or proscription *en masse*; but a liberal gentlemanly conduct, and a steady persevering assiduity, which will alone surmount the difficulties that are before them. Remind them often of their destination, of the precious leisure they have but momentarily on their hands; let the main-spring of all their outward actions be the character of our dear country, and repeat how much I expect from them. I am not unaware, my dear Wallis, that I am thus imposing a difficult task, and laying a heavy burden on you; but I am sure you undertake the one cheerfully, and will bear the other with patience.

"Give my best respects to all my officers individually; I shall be glad to hear from any of them when they are in a scribbling mood. Pray give me an account, nominally, of all my people; having taken the liberty of making you a kind of foster-father to my little admirals in embryo, you must assume an air of gravity suitable to the serious occasion; and I must tell you, for the comfort of those who weep for my misfortunes, that I can bear them, however great or multiplied; but that I am less ill off than people at a distance, whose apprehensions magnify evil, are aware of—for I have, within a few months, had the facility of procuring books, and subscribing to the Moniteur, the fables and prejudices of which, I assure them, I am not in the least danger of adopting.

"Now, fare you well, and believe me most faithfully and unfeignedly your friend, "T. W. WRIGHT."

"P.S. Tell me particularly what all the boys are doing; tell them I continually think of their progress. Let no partiality, except what is naturally inspired by excellence or superior merit, be shewn to one above another—for a favourite has no friend."

HYDRAULIC ARCHITECTURE.

APPLICATION is intended to be made in the present session of Parliament, for leave to bring in a Bill for making and maintaining a bridge from, at, or near a certain Ferry House, in the parish of Wyke Regis, in the county of Dorset, over and across the stream or arm of the sea to the opposite shore, which is situate in the parish and manor of Portland, in the said county of Dorset.

Application also is intended to be made to Parliament, for leave to bring in a Bill for constructing a pier or breakwater, and forming a harbour in Portland Roads for the reception, shelter, and security of his Majesty's ships of the line and all other vessels, by erecting the said pier from or near the north-east end of the peninsula or island usually called Portland Island, within the parish and manor of Portland, in the county of Dorset, and for maintaining the said pier; and for making and maintaining an inclined plane or railway, with all proper works and conveniences, for the passage of waggons, carts, and other carriages, from and to the said pier, along the north-east and eastern side of the said island; and also for making and maintaining collateral branches to or from the said inclined plane or railway to or from any part or parts of the said north-east and eastern side of the said island, all which said inclined plane or railway, and the several collateral branches to and from the same, will be severally situate in the said parish and manor of Portland, in the county aforesaid.

CAPTAIN CATHCART, OF THE ALEXANDRIA, AND COMMODORE RODGERS.

As a late gallant attempt by Captain Cathcart, to bring to action this successful marauder, has created general admiration, we think a short sketch of his services may be acceptable to our readers.

Captain Cathcart, of the Alexandria, represents a most respectable family in Scotland, and entered his Majesty's service when only eleven years old. Since then he has been almost constantly at sea; and was first brought into public notice at the ever-memorable battle of the Nile, serving as 4th lieutenant of the Bellerophon; which ship was laid alongside of the L'Orient, carrying the French admiral's flag, never quitted her till she was in flames, and lost more men than any other on that eventful day. The captain and three senior lieutenants of the Bellerophon being killed or wounded, the charge of the ship devolved on Mr. Cathcart, and he was shortly after promoted to the rank of master and commander. He was soon appointed to an armed vessel, and for two years kept actively employed in annoying the small craft, then forming the flotilla on the coast of France. He was promoted to the Seagull, which ship he most gallantly fought against a fleet of brigs and gun-boats; and although severely wounded in several places, did not quit the deck, or give her up, till she literally sunk under him. He was next appointed to the Alexandria, a fir-built frigate, and a very dull sailer.—His late exploit, in chasing off her station the President, Commodore Rodgers, is already before the public.

When the immense superiority in men and guns is taken into consideration, this will appear one of the most determined and desperate efforts to fulfil the duty of a British officer that is on record.

LIEUTENANT GEDDES.

Lieutenant Geddes, of H.M.S. Ramilies, who, to the deep regret of his family and friends, lost his life in the act of boarding an American schooner in the Chesapeake (see p. 348), was a native of Aberdeen. He was early in life impressed into the service, in which he displayed an activity and zeal which attracted the attention, and secured the friendship of the officers under whom he served, and particularly that highly distinguished commander, Lord Nelson, with whom he was engaged in the attack on the Danish fleet at Copenhagen, 1801; and, in the same year, in the night attack on the flotilla in Boulogne. During the short interval of peace, he was employed in the foreign and coasting trade from Aberdeen; but, on the renewal of the war, he joined his former commander, Captain Sir Thomas Hardy (who acknowledged his abilities and eminent services in various quarters of the globe, by the most friendly regard), and was in one of Lord Nelson's great naval actions. Being promoted to the rank of a lieutenant, he commanded a gun-brig in the Tagus, and was desperately wounded in cannonading one of the wings of the French army under Massena. Soon after his recovery, he was appointed to the command of a body of seamen, employed in laying bridges for the advance of the army under Lord Wellington, which arduous service he performed to the entire satisfaction of his Lordship, and was honoured with the thanks of the Lords of the Admiralty. Early this year, he proceeded to the coast of America, in the Ramilies; and in the prime of life fell a victim to that dishonourable warfare which, it has been justly said, has excited the detestation of every friend to humanity.

CAPTAIN BROKE. [See p. 41.]

The following is a copy of an Address which was presented to this gallant and distinguished officer:—

"Sir,—The Committee of Underwriters of Halifax, on behalf of their constituents and themselves, composed of a number of the principal merchants of the town, beg leave to offer their congratulations on your recovery, not in the ordinary style of addresses, but with heartfelt and unfeigned satisfaction and joy.

"We do not attempt to express at large our sense of your magnanimous and disinterested conduct while engaged in the command of a squadron, or singly cruising after the enemy—lest it should appear like flattery, which neither our candour nor our regard for your feelings would allow us to offer;

but we feel peculiar pleasure in observing the manner in which the Lords of the Treasury have marked such conduct; and their having recommended it to the notice of his Royal Highness the Prince Regent, in the disposal of American prizes, condemned as droits of the Crown. As Underwriters we are more especially called upon to express our thankfulness for your exertions in our favour, under the pressure of such difficulties as you had to encounter, in re-capturing and preserving some of our most valuable risks, and sending them home to us, even while in the face of the enemy; at the same time declining to send in valuable prizes, but preferring to destroy them rather than weaken the force of your ship.

"To a late brilliant event we will only point in silent admiration, well knowing that our feelings are in perfect unison with those of the nation at large; the public expression of which, from the highest authority, no doubt, awaits you and the brave officers and crew of the Shannon.

"In further testimony of our esteem, we beg your acceptance of a piece of plate, value one hundred guineas, which will be presented to you in London, by a gentleman who was lately one of our number.

"LAWRENCE HARTSHORNE, Chairman."

"*Halifax*, 25*th August*, 1813."

ANSWER.

"GENTLEMEN, "*H.M.S. Shannon, Halifax*, 25*th August*.

It was with pleasure that I received the Address presented to me yesterday by the Chairman of your Committee, and beg you will accept my sincere thanks, as well for your friendly congratulations upon my recovery from my wounds, as for the flattering manner in which you have noticed my general measures for the protection of our trade, and the high compliment you have paid my gallant shipmates and myself upon our late happy success.

"I shall consider the handsome present you have offered me on this occasion, an honourable memorial of those professions of esteem with which it was accompanied.

"I have the honour to be, Gentlemen, your obliged humble servant,

"B. P. V. BROKE."

(Nova Scotia Gazette, September 8.*)*

GENUINE EPISTLE OF A SAILOR.

Warren Hastings Est Indymun off Gravesend,
24 *March* 1813

"DEAR BROTHER TOM.—This cums hopein to find you in good health as it leaves me save ankord here yesterday at 4 P.M. arter a plesant voyage tolerable short and few squalls. Dear Tom—hopes to find poor old father stout, am quite out of pigtail. Sights of pigtail at Gravesend but unfortinly not fit for a dog to chor. Dear Tom—Captains boy will bring you this and put pigtail in his pocket when bort. Best in London at the black boy in 7 diles, where go, acks for best pigtail, pound a pigtail will do, and am short of shirts. Dear Tom—as for shirts ony took 2 whereof 1 is quite wored out, and tuther most, but dont forget the pigtail as I ant had nere a quid to chor never sins Thursday. Dear Tom—as for the shirts your size will do, only longer. I liks um long, get one at present, best at tower Hill and cheap, but be perticler to go to 7 diles for the pigtail at the black boy, and Dear Tom—acks for pound best pigtail and let it be good. Captains boy will put the pigtail in his pocket, he liks pigtail so ty it up. Dear Tom—shall be up about Monday there or thereabouts. Not so perticler for the shirt as the present can be washed, but dont forget the pigtail without fail so am your loving brother T. P.

" P.S. Dont forget pigtail."

INTREPIDITY AND HUMANITY.

A MOST gallant act of intrepidity was performed on Tuesday, 28th Sept. by Mr. Nash, eldest son of Captain Nash, of the Salvador del Mundo. A boat, with two women and a man in it, while passing near that ship, unfortunately ran athwart the hawser, and immediately upset. Mr. Nash, perceiving the accident, delivered his watch to a byestander, and dashing through a port into the sea, just as one of the females was sinking, dived after her in time to prove the means of saving her from a watery grave. This brave and humane young man very recently served as a midshipman on board the Andromeda frigate, in which capacity he some months since very nearly indeed became the victim of that element, from which he has since so nobly rescued a fellow creature. In March last, while the Andromeda was off the Lizard, she lost her rudder; and it being necessary to apply an immediate remedy, the jolly-boat was lowered down with Mr. Nash, a master's mate, and four men, for that purpose. In the act of lowering, one tackle gave way, and Mr. Nash was precipitated into the waves. After continuing in the water a long time, he was picked up six miles astern of the Andromeda, by the Silvia cutter, and restored to the profession which he so much honours. Being an excellent swimmer, he owed his eventual preservation chiefly to floating on his back, and relieving himself in every way he could, from the fatigue incidental to his perilous situation.

EXTRAORDINARY ESCAPE FROM DROWNING, BY THE SKILL AND INTREPIDITY OF TWO NEWCASTLE SEAMEN.

WHILE the Rover, Faddy, was on her passage home from Archangel to Newcastle, where she lately arrived, two of the boys were ordered aloft on the duty of the ship, during a heavy gale of wind; one to the top-gallant yard, and the other to another part of the rigging a little lower. The former, by some accident, lost his hold, and in his descent falling upon the other boy, both were precipitated into the sea. Two of the sailors, who saw the accident, immediately lowered the boat suspended at the stern of the ship, and pushed off, in a tremendous sea, to endeavour to save their lives. With difficulty the boat reached them; but, from her smallness, and a heavy sea running, they found themselves exposed to the imminent danger of being overset, if they attempted to take either of the boys on board. A remedy in this juncture must be instantly found, and as instantly did they resolve upon the following expedient: they rowed the boat betwixt the lads, and ordered them to seize hold of the gunwale on each side; which having accomplished, they with great difficulty returned to the ship, exulting in the success of an enterprise in the cause of humanity, which nothing but their intrepid gallantry could have achieved.

A DOG.

On the 15th of October a man, employed in a vessel discharging at one of the quays, Greenock, fell overboard; on which a dog, of the bull breed, the property of Mr. William Lyle, immediately leaping into the water, caught hold of and supported him until he was otherwise rescued from his perilous situation. This action on the part of the dog was entirely spontaneous, his master not being present, and no other person near who knew the disposition of the noble animal, which, we understand, has been several times exercised in a similar way.

MARITIME DISTRESS.

The brig Sultan, Capt. Haine, of Calcutta, left Acheen on the 2d of Feb. with 15 souls on board, and laden with betel-nut. Twenty hours after they put to sea, when off Acheen, at midnight, she foundered in a squall; when the Captain and all on board perished, except six of the crew, who at the moment the vessel was sinking, threw themselves into the boat without water or provisions of any kind. They found in the boat, by chance, the rudder and four oars, but they had neither mast nor sail. In the morning when day-light appeared no land was to be seen; and being without the means, and even not possessed of knowledge sufficient to enable them to direct their course to the nearest shore, they put up one of the oars as a mast, substituting the few clothes they had with them for a sail, and committed themselves to the will of Providence. On the fourth day after the ship foundered, one of their companions died. He had been the most healthy and vigorous among them; and his early debility and death were attributed to the want of opium, which he had indulged in regularly and to excess. On the 9th day, another of the unfortunate sufferers, who had lacerated his arms dreadfully to satisfy the cravings of hunger, expired in great agonies. Nine days longer were the remaining four survivors tossed about at the mercy of the winds and waves. On the morning of the 17th inst. they found themselves close in with the land; but they were so weak as to be unable to make any exertion to reach it—fortunately for them the wind was blowing in the direction to throw them right upon the shore. In the course of this dreadful voyage, although they experienced frequent showers of rain, yet for several days successively at different times, not a drop fell upon them; during these distressing intervals, the only means they had recourse to for mitigating their burning thirst, was by wringing the moisture from their hair, and sucking their clothes when moistened by the dews of the night. Their religion restrained them from feeding upon the dead bodies of their companions; but it could not prevent them from mangling themselves. The two most extraordinary facts attested in the case of these men, and the recollection of which ought always to preserve ship-wrecked mariners from despair—are, 1st, that the sufferers were drifted in a small boat from Acheen Head, to the east coast of Ceylon in from 15 to 18 days; and that during the whole time, they suffered want of food.

LOSS OF THE MANGALORE.

A LETTER from Batavia, dated Dec. 5, contains the following melancholy particulars respecting the loss of the Mangalore, which we before briefly mentioned:—"We are concerned to state that the loss of the ship Mangalore is confirmed by the testimony of the native of Bengal there stated to have been saved from the wreck. The man, who as yet appears to be the only survivor, is named Jan Muhumud, one of the lascars belonging to the ship. He distinctly states her to have been the Mangalore, and that the Captain's name was Cook. In this last circumstance, however, he is mistaken, the commander's name was Earl. She sailed from Saugar on the 10th of that month. No passengers are mentioned in that paper; but the lascar states there were three and describes two of them as military officers of rank. There were two officers of the ship, and the whole persons on board, including a havildar and 12 sepoys, he thinks amounted to 110. The ship, he says, while out of sight of land, was caught in a whirlwind, proceeding from a water-spout, which burst close to them. Probably in the water-spout itself, which would very likely be broken by encountering such a body as the ship. The vessel was whirled round with dreadful velocity, when, at the same instant, all the masts were carried away, killing in their fall the captain and the two mates on the spot, and crushing all the boats to pieces. When the lascar supposed the hull to be sinking (which event accordingly is said to have soon followed), he seized a plank, tied himself to it, and so committed himself to the waves. Another account states the instrument of his preservation to have been a mast, on which 8 or 10 others mounted at the same time: but, exhausted by hunger and fatigue, they dropped off one after another, till Jan Muhumud was left alone. When he approached the surf, he was so exhausted as to be unable to disengage himself from the mast or plank; and when discovered among the breakers he was quite insensible: so that, if the aid afforded him by two Malays had been delayed a few minutes, he must have been dashed to pieces. A large mast was said to be seen at the same time floating at a distance. The man declares he was ten days in the sea before he was picked up; but the severity of his sufferings would probably magnify the time in his imagination; and, that his recollection even of the preceding course of the voyage was indistinct, appears from his stating that the ship had been three months from Bengal: whereas the whole time, from her leaving Saugar till his being brought ashore (about the 8th of October), was not quite one month."

FEARS OF A TRAITOR.

THE American armed schooner Young Teazer was lately blown up when on the point of being captured by the British frigate La Hogue. The diabolical act appears to have been perpetrated, on a sudden impulse, by one Lieut. Johnson. This wretch had been commander of the Old Teazer, of New York, which was taken some time since by Admiral Warren's squadron, and Johnson was released on his parole. Without waiting for an exchange, he entered as first Lieutenant on board the Young Teazer.

On the vessel being chased, the commander, Capt. Dobson, called all the officers to a consultation on deck. Johnson, dreading to fall into the hands of the British, instead of attending, took a live coal, and went below to the powder magazine. A sailor, who observed him, rushed forward, gave an alarm, and jumped overboard. In a minute after, the Young Teazer blew up; and all the officers and crew, except seven sailors, perished. These stood on the forecastle: One of them has since died.

INFERNAL MACHINE.

THE Atalanta brig, Captain Hickey, arrived at Halifax on the 10th of August, from the Chesapeake, with the official report from Capt. R. Lloyd, of the Plantagenet, of an attempt made by the Americans to destroy that ship, in Lynnhaven Bay, by the explosion of a combustible machine, called a torpedo.—The horrid instrument fortunately went off when it had reached within about half a cable's length of the ship; otherwise, it is apprehended, the effects would have been fatal both to the ship and the whole of the crew! It did not, however, do any injury; it threw up an immense column of flame and water, and excited a temporary alarm, but nothing further.

One of these instruments has been picked up by the Victorious, 74, Capt. Talbot, at the same place, and is now on board that ship. It is a case, containing about six barrels of gunpowder, to which a lock is affixed; and attached to the lock is a line, reaching to the person or boat that has the execution of the design. It is next suspended to a stage of planks, at each end of which are about 50 fathoms of small line, with a buoy at each end.

The machine thus put together, and let into the water, the combustible case sinking about 12 feet, and being kept at that depth from the surface of the stage, it has many chances of success in close anchorages; the buoys being extended by the line the distance of 100 fathoms, will most probably, one or the other of them, convey the line, by the help of the tide, across the cable of any ship at anchor, which, the moment it touches, will cause the machine to swing round to the side or the bottom of the ship; and the person using it, finding by the line that it has been stopped, judges that it has reached the intended object, pulls the trigger of the lock by the string, and the explosion takes place. Should it, thus situated not blow the ship up, it must start a butt-end of one of her planks; when, from the sudden rush of water, which no efforts of the crew could possibly subdue, she would inevitably founder. One reason, it is considered, why it fortunately did not succeed upon the Plantagenet, was, it was the first experiment of its humane projector—a Mr. E. Mix, of the American Navy. Our blockading ships on the coast have kept the most sharp look-out, in their guard-boats, since this infernal attempt was made.

CORRESPONDENCE.

LETTER XXVI.

MR. EDITOR, *October* 13, 1813.

WHENEVER, either from want of information, or an error in judgment, I find that I have been at all accessary in making error public, I am uneasy till I correct it to the best of my power.

In a late letter,* I alluded to a projected *four-decker*, of the unwieldy nature of which I had received my information from those who had seen the plan or model, and from their opinions and descriptions I had formed my judgment; in some respects, I believe, erroneously. From the established skill and ability of Mr. T. it was hard to suppose any thing absurd or useless could emanate; and upon further inquiry, and that from an officer of both science and experience, I do not think my former informants right as to length of keel, or draught of water. If this letter should meet the eye of the ingenious architect, I trust he will not be offended at the suggestion of the utility of giving you a sketch and description of this proposed floating castle, respecting which the curiosity of many of his admirers, as well as the navy in general, is keenly alive. You have some ingenious Correspondents, whose opinions might be useful on a subject of such importance. Supposing, however, that she could be built without inconvenience as to draft of water, the size of masts and yards must still be attended to. The sails of our large ships are already almost out of the power of men to manage over the immense yards.

I have derived great satisfaction from the visit of the L. C. A. at Portsmouth, which appears to have occupied more time than usual; and I will hope for beneficial results from the operation of evidence and information on the mind of the 1st Lord, where solid judgment unites with strict integrity, unless I am very much misinformed. What then is wanting to prevent our experiencing all the good effects which Nestor and others of your valuable correspondents are so anxious to see?

The deficiency, in my humble opinion, not only lies in the defects I have already pointed out, but in the want of that vigour which is derived from the simpler process by which the commands of the sovereign are given and diffused in the management of the army. In the construction of the present Board, neither individual power nor aggregate energy can be expected. But I have said enough on this subject, and I am pleased to observe that most of the points on which I build my hopes of the renovation of the navy, are the favourite topics of some others of your correspondents, particularly *Nestor*, whose coincidences are in some cases *so* striking, that I cannot but surmise, that we have drank of the stream of information at the same source. His writings have the pleasing advantage of pointing out error, through the medium of hope; whilst his judgment appears too acute, to admit of his doing so without cause.

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* No. XXIII. p 191.

The book of Lieutenant Hodgskin has not appeared here; and from your opening view of its contents, I can as yet only regret that it has appeared at all. There may, *possibly*, be an insulated instance as bad as he represents, but in general I rather believe that the wish and attempt to promote the personal decencies, comforts, and pleasure of ships' companies, have been carried as far as possible.

This officer may probably have sailed in the ship of which I have heard an anecdote, truly distressing to hear, but which would not, I trust, have had foundation in any other of H. M. ships.

A general officer of high rank having taken his passage to his command in a ship celebrated for *nicknackatory and teizing precision of regulation* (I was about to profane the word *discipline*), was asked by her captain, when about to leave her, what he thought of the system of order he had seen. "Sir," replied the Soldier, "I have been in constant astonishment at the minute and extreme regularity with which every thing is performed, and could not have believed the attainment of such a state possible; but, Sir, I would not command the British army on such terms for the revenue of the Empire; for I have never seen a smile, or the smallest symptom of satisfaction, since I embarked on board your ship."

I offer this anecdote to all those whom it may benefit.

Your excellent correspondent *Iron Gun* has selected a variety of useful information for us, and I beg leave to draw his attention to the subject of carronades; and to explain to those who have not studied the nature of these light and convenient pieces of ordnance, the intent and scheme of their construction and use, in which precision was to supply the want of force. In some ships wholly fitted with 32-pounder carronades, except perhaps a chase gun or two, I have been informed from undoubted authority, that not one shot could be found without a considerable degree of windage, and that they were moreover full of holes and dents from rust, &c. &c. The consequence was obvious; their shot could not perform half their proper range, and an enemy making this discovery could have beat them without risk. Carronades being an effort of *science* to supersede *main strength*, an explanation of their nature and use from so good an artillerist as *Iron Gun*, might draw the attention of the suppliers of the shot, as well as of those who are to use them.

I remain, Sir, &c. A. F. Y.

* * *

MR. EDITOR,

HAVING just commenced receiving your excellent work, I have seen in the number for July some observations on the contagious fever which lately prevailed in the Imperial Russian fleet at Chatham. You take occasion very pathetically to commiserate the fate of those English officers who suffered by that fever. As I was one of the surgeons who had the honour of being appointed to superintend the Russian sick immediately on the arrival of their ships in the River Medway, I am enabled to offer you a few remarks, which, if you think worthy of publication in your useful work, are at your service. You say, that the Lords Commissioners of the Admiralty have been pleased to testify their approbation of the exertions and merits displayed by the British medical officers employed on that occasion. If their Lordships have done so, I never before heard of it; and rather believe, that their approbation has been signified to the medical department of the Transport Board, or else to Dr. Dickson.

'It was not supposed by any of us, that either praise or remuneration would be given, by our own government, for discharging our duty, however hazardous that might be; but certainly, from the well-known generosity of the Russian government, tokens of approbation were expected. Most assuredly, thanks from that quarter were highly merited by all the English medical officers employed on that service, which was peculiarly harassing and laborious; highly unpleasant, from the singularity of its nature; and hurtful to the feelings, from the prejudices and oppositions which were to be combated; difficulties, indeed, less dangerous than the fever, but far more hard to be eradicated. Men who seldom reason, whose ideas on any subject, being once received, and by habit firmly impressed, such reluctantly yield their opinions; and although they may by compulsion be forced to yield to the knowledge of others, yet it rarely happens, but that ignorance and obstinacy, united, long maintain the conflict. From such causes arose numerous impediments and annoyances in the performance of our duty; the more painful to those English medical officers who, from having previously served under the Imperial Flag, possessed a knowledge of the language, which, although it greatly facilitated their duties, yet rendered them sensible of many unpleasant remarks which were unknown to their companions.

On my joining that division of the fleet which had been assigned to me, I found some ships in a very bad state: many men were lying in heaps on the lower deck, notwithstanding two hospital ships, the Argonaut and Trusty, had been filled with sick from these ships. The nature of that fever, its causes, and successful treatment, will, I doubt not, be ably described by those whom talents and experience have rendered capable of doing it. To Dr. Weir, the inspector of hospitals, is due every praise; particularly from the Russian government. He first adopted, and energetically pursued, those measures which stopped the contagion in the ships, by removing and destroying some of its principal sources. Those unfortunates who were languishing under its dire effects were soon restored to a state of convalescence by the method of treatment which was laid down and insisted on by him; and by his representations, and the generosity of the Transport Board, several extra articles of nourishment were supplied to the sick.

The mortality was great, as was to be expected, from the number of sick, and the advanced stage of their complaints; and had the Russian fleet been a week longer at sea, one half of its sick would have been consigned to a watery grave. Dr. Dickson had the medical superintendance of the Imperial Fleet a few weeks after its arrival; he fell sick during the exercise of his well-known exertions; but recovered.—To him, to Dr. Douglas, surgeon of the Argonaut, and to Mr. Dobson, surgeon of the

Trusty, are unexceptionably due every praise; not only for their exertions, but also for their laborious employments. Among the English medical officers who became sufferers from the discharge of their duties, may be also enumerated Mr. Dobson, Mr. Torbitt, myself, and Mr. Temple, assistant-surgeon; the latter, with Mr. Torbitt, a man of acknowledged talents, fell victims. By the assiduous and humane care and skilful treatment afforded me by Dr. Douglas, I now have the blessing of existence; so far as the exertions of mortals are successful—*Deo juvante.*

I recovered, but witnessed and assisted at the interment of my lamented brother officer, Torbitt. Alas! a sad and gloomy task; but still easier to be accomplished than the one I have assigned to myself:—in rendering to merit tributes, which, although due, may be unacceptable, in standing forth as a witness to the exertions of others, who require not my testimonials, I may unfortunately excite the suspicion of the one, and be accused of arrogance by the other: however, I acquit my heart of a debt, and confirm my mind by reflecting, that

" *Nuda nunquam erubescit veritas.*"

I am, Sir, your most obedient servant,
J. HALL, Surgeon of H.M.S. Jason.

* * *

MR. EDITOR, *Glasgow, 2d October,* 1813.

THE necessity of adopting the measure pointed out by your intelligent correspondent, Albion, at page 291 of your last Volume, is now seen, and his plans are adopted, as may be perceived by the following paragraph, which has appeared in most of the daily papers:—

" Government has determined on building several immense frigates, the first of which is to be laid down in Plymouth yard, and to be called the Java: the length, breadth, and tonnage of these vessels is then reported, while the account is concluded by the following remarkable passage: ' these frigates are *not* to be what is termed *serviceable* ships; they are to be built for the express purpose of running down the large American frigates,' &c.: is it really possible that the latter part of this sentence is correct? build unserviceable frigates! no, it cannot be; for by the term unserviceable is meant, I presume, that these frigates shall be made of such materials, as shall not be of long duration; pray, then, what are they built for; are the Americans to come out on purpose to fight these vessels? or is the puissant Commodore Rodgers, who flew from the Alexandria, of little more than half his force, to embrace the first opportunity of coming out to engage an equal."

The truth is, the greatest attention must be paid to the building and equipment of these ships; for as the American frigates will be the principal object of their pursuit, and as these separate so much, it is impossible to say what weather our vessels may be exposed to: they must be equally fitted for pursuing the President to Greenland, or the Constitution to the Brazils, and be prepared for the gales which may occur between these regions.

Another occasion for not only the common but additional strength of these vessels is the weight of masts which these frigates, as I am informed, are to be equipped with, namely those of a seventy-four; this of itself, as I have stated, ought to be a sufficient reason for adding strength to these vessels; for every seaman knows how much, in a rolling sea, the heaviness of the masts increases the strain on the hull, and unless particular attention is paid to this in the outfit of these vessels, we shall really find them to be immense, but unserviceable.

Lastly, let them be particularly strong, if we would have them fight the American frigates: the manner in which our ships have been cut up in the various engagements with them, requires and demands this; and I think the commanders of our frigates should not be particular in having only common balls on board our ships; let similar pieces and bars of iron to those which Commodore Rodgers was seen to load his cannon with,* when pursued by the Alexandria, let these be immediately adopted in our warfare with the Americans; the wounded on board our vessels demand reparation for their sufferings; and it cannot be unjust to use against an enemy the means by which he has succeeded in annoying us; and thus we shall have the hope of seeing the "proud old British Union" waving over the colours of the world as it was wont. Yours, &c.

C. H.

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MR. EDITOR, *October*, 1813.

CONSCIOUS of the great contrariety of sentiment which must necessarily exist on the degree and species of improvement of which our naval laws and regulations may be susceptible, I have refrained from launching too deeply into a sea of opinion, so exposed to all winds, and so difficult to navigate: but urged, at least, by right motives, and with integrity for ballast, and hope at the helm, I am about to hazard my bark on this precarious ocean. Should I, in prosecution of the voyage, not be overwhelmed by controversial gales (but most happy to meet with such as will guide to some friendly beacon, by which to correct the errors of my reckoning), I will endeavour, in a few numbers of your CHRONICLE, to perform it; but should adverse obstacles and dangers present, I shall most certainly avoid elemental contention, by bearing up for the silent harbour from whence I came.

It may not be unnecessary here to premise, that neither disciplinarians, nor the supporters of ancient usage, need be under apprehension of invidious attack. I am not a philosophical theorist, nor modern innovator, neither considering flogging as torture, nor impressment as slavery: on the contrary, I disclaim all alliance both with the founders and abettors of such inferences.

But, Sir, in thus explicitly dissenting from the one side, I wish not to be deemed a champion of the other. Whilst I am ready to contend for the justice and necessity, both of the impress and corporeal punishment, I cannot but believe their *gradual* mitigation and reduction to be almost as feasible as most certainly desirable. But I differ from the loud dogmatists of the present day most essentially. Although our object may bear some resemblance, there is little affinity in our means. They would clamorously withdraw the pillars, careless of the fabric—would have officers without competent power, and men without sufficient restraint; and whilst thus engendering popular ferment, they are in themselves an example how necessary to human nature (even in the most general community) restrictive laws and penalties are. Now, without a comparison of motives, and a claim to equal humanity with them, I will suggest a different track. Without taking away a stone from the building, it is on internal and minor arrangement that I depend for the progressive reduction of the *necessity* (as our maritime regulations now stand) of their frequent recurrence. I would not take from officers one iota of enjoining respect and obedience, or from the country the power of exacting the services of its subjects in times of peril: but I would strive, by increased encouragement, to make them both more spontaneous in the parties themselves. The naval profession I admire—but not with the foolish and pernicious fondness of a lover, who can see no defects.

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* An account of this was given by the captain of a whale-ship, who was at that time a prisoner on board the President.

The maritime policy of these realms, in common with all human institutions, is not only open to improvement from original error, but doubly so, from the altered times.—When wars were of shorter duration, less frequent, and waged on more moderate principles, it might be convenient enough to man our fleets by impressment, and to rely for good order, more from a sense of duty, than decided choice. The routine of service was then neither so harassing, nor were the minds of the seamen so prone to become sapped (if I may so express it) by an indefinite period of war, by lengthened estrangement from social pleasures, and from being cut off from their accustomed and more congenial employment in merchant vessels. The careless and cheerful tar could then laugh at a few years services, and contentment was fed by fond anticipation of peace, and his consequent discharge. Even in later days, with the dread of invasion to rouse the dearest feelings of our nature, and the splendour of great and repeated victories to cherish the spirit, and fan the flame of patriotism, zeal could not fail to make duty and inclination go hand in hand; but in this era of bitter and unceasing hostility, and deprived of these incentives by the enemy's system of nursing his fleets, the task of preserving professional preference, in our seamen, from sinking into empty sound, must flow into other channels. The bravery with which the British flag is defended, is a poor compensation for the many instances in which it has been deserted. The avidity with which opportunities are seized by our sailors, of running from King's ships, bespeaks, too plainly, a disease at the core, which, if not checked by the fostering hand of power, will insensibly spread, and endanger the whole constitution. It is a malady to which our boasted discipline and celebrated tactics can be of no avail, and whose baneful influence must of necessity continue, whilst the impress is made the almost exclusive means of manning our fleets. It is an imperfection of which our very enemies remind us—those enemies who will ever be on the watch to strike at our maritime rights. Let us then no longer wrap ourselves in this armour of glare and false security, or sad experience may one day convince our inflexible minds, that our present colossian naval dominion (like the mighty and proud Achilles) has a vulnerable spot.

I would fain hope, that this important subject will meet attention from the only quarter from which a good and practical result can be looked for, the counsellors of his Royal Highness the Prince Regent, but more particularly the Board of Admiralty. It is this hope that urges me, from the purest principles, to the attempt of suggesting any measures of apparent improvement, in our naval regulations and institutions. It is a task to which I am confessedly unequal; but I shall be abundantly rewarded, if I can communicate a single superficial idea, which, by more minute ability, may be nurtured into beneficial practice.

As I wish not to trespass too largely on your limits appropriated to correspondence, I shall defer following this theme further, and conclude with observing, that, although the estimation and prowess of the British army is most deservedly at the acme of renown, and indeed above all praise, England's sheet anchor must ever be her navy. Whenever the empire of the ocean is wrested from her, she must inevitably not only be blotted out from amidst great nations, but, in all human probability, from independent ones. ÆOLUS.

*** I have to thank A. F. Y. for his favourable appreciation of a former letter.*

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MR. EDITOR, *London, 12th November*, 1813.

SHOULD you deem the enclosed worthy of being inserted in your CHRONICLE, it is much at your service. B. C.

Extract from a private Letter written by an Officer on board H. M. Schooner Telegraph, dated Passages, 18th October, 1813.

" We have had the *audacity* to attack and destroy a national corvette of 16 French 24-pounders, 2 long 9-pounders, 1 brass howitzer, 12-pounder, 4 brass 8-pounders, with a complement of 160 men, independent of a detachment of the 119th regiment, going to relieve Santona; a most valuable vessel. It was a high inducement for us to persevere (*sink* or *swim* was our motto), that we fought her in the presence of both armies. The *allied* gave us three cheers: although not within hearing, it was the most gratifying sight, and I may say with truth the most welcome, as thousands were witness to it. I leave them and the world to judge of it as they please. Three brigs and a cutter have been watching that vessel for two months past; and as the Telegraph, not attached to that Squad, left her anchorage only the same night to proceed to our cruising ground, a presentiment must have struck our gallant commander, of the great probability of the corvette's decamping that night, which induced him to stretch a point, by placing our little vessel in a situation to fall in with her; which we did, I am happy to say, to her heart's content. Many people will wonder that we had not any killed or wounded; so do I! but, after the third broadside, the Telegraph was placed in such a situation, that the enemy could only get a very few guns to bear on us, and we with *all* our broadside the whole time. After 45 minutes, the cowardly rascals left her and set her on fire, which, I regret to say, we could not extinguish, after using every effort for 35 minutes. The enemy had laid a train of gunpowder to the magazine, but our boats were fortunately in time to destroy it. She was one of the largest brigs in the French navy; her *top-mast* was picked up after she blew up, by the Challenger (the largest brig that we have), and was two feet longer than hers. The French captain's sword was taken (which is very handsome), and coat, with innumerable other articles, and 4 brass guns. The enemy must have suffered much; her starboard side was almost torn to pieces: we engaged her only at *half-pistol shot.*

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* See p. 134. P.S.

"Yours, &c. &c."

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MR. EDITOR, 24*th November*, 1813.

IT being understood that early in the new year there is to be an extensive promotion of naval officers, and having on former occasions brought the very hard case of old commanders and lieutenants (who had *offered* their services, and still remained unemployed) to the recollection of the Board of Admiralty, through your CHRONICLE, I would still hope to attain some success in this my laudable endeavour (as I am convinced it is), by once more venturing to urge their claim to notice, from *former services,* which *ought* not to be *forgotten by their country,* or the gentlemen composing the Board of Admiralty, with whom the power of conferring commands, or promotion, *entirely rests.* That there are many commanders of 1799 to 1803, desirous of serving, is unquestionable: men of meritorious services and long standing; surely their claim to employment (as this must precede farther promotion, which to many of them is still most desirable), is great, and ought to come in competition with that of junior officers, who have had more recent opportunities of distinguishing themselves, which these other veterans, from *neglect* alone, have been deprived of. This reflection attaches not *yet* to the present Board, and I hope they will obtain, as they certainly will deserve, the gratitude of these officers, by *now* attending to them.

As it is to be in honour of our beloved Princess Charlotte's attaining her eighteenth year, it ought to be *an impartial thing,* and will no doubt comprise a certain number of post captains to be promoted to the rank of admirals; so many commanders to be post captains; selecting, I hope, either the seniors *on the list,* who have *offered* to serve, or the oldest *actually commanding* sloops. In the latter case, I hope some of the vacant ships will be bestowed on the description of officers (I mean commanders of 1800, 1801, 2, 3, and 4) above mentioned.

With respect to the promotion of lieutenants to be commanders, the officers selected on this occasion will, no doubt, be taken from the first lieutenants of line-of-battle ships serving in the four great fleets, *viz.* the Channel, North Sea, Mediterranean, and North America, comprising the eldest serving in each fleet, perhaps five or six from each; such a mode of procedure would certainly be the most impartial; but, even in this case, they ought to have been serving afloat, at least two years before the period of promotion, to entitle them to it on the present occasion; if to these are added a few of the oldest and most active lieutenants in the command of gun-brigs and schooners, or luggers, with perhaps three or four very active or very old first lieutenants of frigates, it would comprise the number of thirty, which perhaps may be nearly the number included in an extensive promotion. I ought here to do justice to the very recent attention the Lords Commissioners have paid to the lieutenants of gun-brigs, several having lately got the rank of commander, and retained their vessels as sloops of war. Might it not also be very proper, on this occasion, to include some of our naval officers, prisoners in France; perhaps one commander, two lieutenants, and four midshipmen.

Having now only the class of midshipmen to notice, I hope they will be promoted according to the length of their services, and good conduct; many of them have served far beyond the term required. Hoping that *many* of the vacancies (I do not require nor expect the whole) will be filled up with the oldest class of officers willing to serve, I shall now conclude, fully satisfied, if by this well-meant attempt to bring into notice the now nearly forgotten services of many brave veterans (I speak not of men *unfit* for active service), I shall have the good fortune to be in any degree the means of their either obtaining promotion, or *the opportunity* of obtaining it, by being again employed in their country's service. I am, &c.

A FRIEND TO NAVAL MERIT.

BROKE'S CHALLENGE TO LAWRENCE.

MR. EDITOR, *Halifax, N. S. 2d October.*

THE inclosed animated, yet modest invitation, from the gallant Captain Broke to the late commander of the Chesapeake, appeared today, for the first time, in the Halifax papers. The successful result of the wished for action between those ships, and an acquaintance with Captain Broke's private and public character, renders his letter particularly interesting to every one in this place; and I make no doubt but that it will be equally well received and appreciated by the first, and most to be envied, beings in existence—The People of ENGLAND! I transmit it for insertion in your valuable work, and am, Sir, your very obedient Servant. M.

The public have heard much of the following challenge, sent by Captain Broke, to Captain Lawrence. If the date be correct, it must have been sent on the morning of the day on which the battle was fought. It was first received in Salem, and sent on by mail, and did not reach Boston until after the action, consequently was never seen by Captain Lawrence, and has not before been published:—

FROM CAPTAIN BROKE TO CAPTAIN LAWRENCE.

His Britannic Majesty's Ship Shannon, off Boston,
June 1813.

SIR,

As the *Chesapeake* appears now ready for sea, I request you will do me the favour to meet the *Shannon* with her, ship to ship, to try the fortune of our respective flags. To an officer of your character, it requires some apology for proceeding to further particulars. Be assured, Sir, that it is not from any doubt I can entertain of your wishing to close with my proposals; but merely to provide an answer to any objection which might be made, and very reasonably, upon the chance of our receiving unfair support.

After the dilligent attention we had paid to Commodore Rodgers; the pains I took to detach all force but the *Shannon* and *Tenedos* to such a distance, that they could not possibly join in any action fought in sight of the Capes; and various verbal messages which had been sent into Boston to that effect, we were much disappointed to find the commodore had eluded us by sailing the first chance, after the prevailing easterly winds had obliged us to keep an offing from the coast. He, perhaps, wished for some stronger assurance of a fair meeting. I am, therefore, induced to address you more particularly, and to assure you that what I write I pledge my honour to perform to the utmost of my power.

The *Shannon* mounts 24 guns upon her broadside, and one light boat-gun; 18-pounders on her main deck, and 32-pound carronades on her quarter deck and forecastle; and is manned with a complement of 300 men and boys (a large proportion of the latter), besides 30 seamen, boys, and passengers, who were taken out of recaptured vessels lately. I am thus minute, because a report has prevailed in some of the Boston papers, that we had 150 men additional sent us from *La Hogue*, which really never was the case. *La Hogue* is now at Halifax for provisions, and I will send all other ships beyond the power of interfering with us, and meet you wherever it is most agreeable to you, within the limits of the undermentioned rendezvous, viz:—

From 6 to 10 leagues east of Cape Cod Lighthouse, from 8 to 10 leagues east of Cape Ann Light, on Cashe's Ledge, in lat. 43. N. at any bearing and distance you please to fix off the South Breakers of Nantucket, or the Shoal in St. George's Bank.

If you will favour me with any plan of signals or telegraph, I will warn you (if sailing under this promise), should any of my friends be too nigh, or any where in sight, until I can detach them out of my way; or I would sail with you under a flag of truce to any place you think safest from our cruisers, hauling it down when fair to begin hostilities.

You must, Sir, be aware that my proposals are highly advantageous to you, as you cannot proceed to sea singly in the *Chesapeake*, without imminent risk of being crushed by the superior force of the numerous British squadrons which are now abroad, where all our efforts, in case of a rencontre, would, however gallant, be perfectly hopeless. I entreat you, Sir, not to imagine that I am urged by mere personal vanity to the wish of meeting the *Chesapeake*; or that I depend only upon your personal ambition for your acceding to this invitation: we have both nobler motives. You will feel it as a compliment if I say, that the result of our meeting may be the most grateful service I can render to my country; and I doubt not that you, equally confident of success, will feel convinced that it is only by repeated triumphs in *even combat* that your little navy can now hope to console *your* country for the loss of that trade it cannot protect. Favour me with a speedy reply. We are short of provisions and water, and cannot stay long here. I have the honour to be,

Sir, your obedient humble Servant,
P. B. V. BROKE,
Capt. of H. B. M.'s Ship Shannon.

N. B For the general service of watching your coast, it is requisite for me to keep another ship in company, to support with her guns and boats when employed near the land, and particularly to aid each other if either ship in chase should get on shore. You must be aware that I cannot, consistently with my duty, wave so great an advantage for this *general* service, by detaching my consort, without an assurance on your part of meeting me directly; and that you will neither seek nor admit aid from any other of *your* armed vessels, if I detach *mine* expressly for the sake of meeting you. Should any special order restrain you from thus answering a formal challenge, you may yet oblige me by keeping my proposal a secret, and appointing any place you like to meet us (within 300 miles of Boston), in a given number of days after you sail; as, unless you agree to an interview, I may be busied on other service, and perhaps be at a distance from Boston when you go to sea. Choose your terms—but let us meet.

To the Commander of the United States Frigate Chesapeake.

Endorsement on the Envelope.

We have thirteen American prisoners on board, which I will give you for as many British sailors if you will send them out; otherwise, being privateers men, they must be detained.

MR. EDITOR. *25th October*, 1813.

IT appears that my remarks on the subject of Naval Experiments, in July last, have drawn the attention of Jeoffrey Grape Shot.*

Amongst the series of animadversions he is pleased to bestow on them; he considers them as being couched in terms of disrsepect. It is obvious, that this asperity of his proceeds solely from my presuming to find fault with the present catering.

I simply stated what I conceived would be an improvement in our naval system; this led me to point out the small and disproportioned charges of case and grape shot at present allowed for sea-service. This interference he not only highly disapproves, but brings forward England's departed naval worthies of the last twenty years (as well as those of the present day) with an assurance, "that they not only approved, but admitted the propriety of the equipments alluded to."

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* See p. 192.

I heartily join him in rendering every tribute of praise to their exalted characters; but must beg to differ from him in the inference he has drawn, "that had the crying evils existed, of which your correspondent complains, those illustrious officers must have either corrected them, or been liable to an imputation of wilful negligence, &c. The evils, as Jeffery is pleased to term them, have existed, and do now exist; and will remain so, until the existing regulations on these subjects are revised. That they have been suffered to remain so long, in my opinion, proceeds from their never having been brought under the notice of the illustrious characters he alludes to; consequently, they were not aware of their existence, or undoubtedly they would have been the means of correcting the errors pointed at. The same may be said of the recent affair at St. Sebastian's: it is reported, that the breaches in the walls of that fortress were made with 24 and 18-pounder guns. Had the Illustrious Personage who directed that siege been aware that the same number of 32-pounders would have effected more practicable breaches in less than half the time it necessarily took to accomplish what was done, with the description of ordnance that was sent him for this purpose, he certainly would have demanded 32-pounders in their stead. Not the least imputation is here meant to be attached to him, or even to those who sent him this description of ordnance. The blame lies in the regulation that prescribes only 24 and 18-pounders to be used in breaching, which ought to be revised, and larger calibres allowed for breaching of fortresses that may be situated near to or within an easy distance of water-carriage.

With respect to Jeffery's enquiry, where I have acquired the knowledge on which I ground my assertion, "that increasing the weight of the projectile, diminishes the reaction of the piece: or in his own words, that when pieces are loaded with case shot, equal to double the present allowances, the recoil will be less." Less than what? Had he quoted the remainder of the sentence, he would have found it to have been less than that of a round shot."

It is immaterial to Jeffery, as well as the degree of credit that this assertion may obtain, for me to state where I acquired the knowledge on which I ground this assertion (not as he has been pleased to state it; for that I apprehend is impracticable); however, I will satisfy him so far as to say—it was in a school, probably not the first in theory, but which, in point of practice, yields to none.

Jeoffery Grape Shot would not have questioned my assertion, had he reflected that case shot, being made up to its aggregate weight by a number of bodies, on being discharged (from either a gun or carronade), this weight is immediately dissipated: and, in consequence, the re-action that occurs from the resistance it affords, is but trifling in comparison with the re-action occasioned by discharging a round shot; this, from being a solid body, is uniform in its resistance with its whole weight, and produces greater re-action than case shot can possibly effect, although the weight of the case be increased to half (or even as much), more as that of the round shot.

If Jeoffery will be pleased to refer to my letter, he will observe that my assertion particularly alluded to carronades. I was then remarking on the disproportion of the weight of case allowed, to that of the weight of the round shot, and I here beg to repeat it. The fact is, the recoil "will be less when loaded with case shot, equal to double the *present allowance*, than it would be with a round shot. The present allowance of case shot for a 32-pounder carronade is only forty 8-oz. shot, which weighs 20lbs; double this quantity will weigh 40lbs. Now let Jeoffery try, whether the recoil of a 32-pounder carronade, when loaded with eighty 8-oz. shot, will equal that when the same carronade is loaded with a round shot, and with equal charges of powder. The result will convince him of his incredulousness.

Having in my former correspondence pointed out the advantages to be derived from using ordnance on board of our frigates of a larger calibre than what the regulations admit of, as well as increasing the proportion of shot, both in weight and number, for grape and case for sea service; it rests with those at the head of affairs, to act as they may deem proper: but I would advise them, not to be flattered with the same idea that Jeoffery seems to be so strongly impressed with, that the respect our enemies entertain for the present case and grape, is well known to British Naval Officers, and with which regulation they ought to remain satisfied.

I am, Sir, Your obedient Servant,

21st October, 1813. IRON GUN.

P. S. I should be glad if you, or any of your correspondents, would favour me by describing the difference between a Torpedo and a Catamaran, in their construction, as well as the method of using them; also, in the effect they are designed to produce.

PLATE CCCCII.

SAN SEBASTIAN, IN SPAIN.

THE ancient name of this place, which lies in the province of Guipuscoa, was Saltus-Bassiani, which has since been turned into San Sebastian. It is about twelve miles from Tolosa, and nine from Fuentarabia, commonly called Fontarabia, and almost inclosed with rivers which fall into the sea in the neighbourhood of it, particularly one which they call Branco.

The town lies on a low sandy neck of ground, about three quarters of a mile over, from east to west, connecting the main land to a high oblong rocky hill, called Mount Orgullo, about one mile in length along the shore, and half a mile in breadth from the town to the sea on the outside. On the west side of the town is a round bay, called Port Passage, a mile and a half in breadth from east to west, and three quarters of a mile in depth, from the entrance to the bottom. The entrance is about three quarters of a mile over. In the midway, between the two points of the bay, lies an island about a quarter of a mile long, and of considerable elevation, but by no means so high as either of these points. This island is uninhabited, but on it is a chapel and hermitage dedicated to St. Claire. Mount Orgullo, on the hill of San Sebastian, is very steep, and abrupt all round, having a long winding road carried round the west end up to the castle which is called La Mota, and stands in a very commanding situation. This castle was built by Sancho VIII. king of Navarre, A. D. 1194. The bay of San Sebastian, although very deep at the entrance, can only admit a few large vessels, for the water soon becomes shallow; and for the use of the smaller sort, piers have been formed on the west side of the town under the shoulder of Mount Orgullo, where ships of 300 tons may enter at high water; but the bottom is very hard.

The view from the castle is very extensive and grand. To the north lies the sea and the Bay of Biscay. On the south is the town and harbour; the rivers and inlets on each side, and cultivated flats, extending for a couple of miles, until they meet gently sloping hills, covered with villages, and ornamented with fields and woods. Beyond all are the Pyrenees, rising to the clouds, whose shaggy sides and rugged summits exclude further prospect.

San Sebastian is strongly fortified on the land side, and, as we have before observed, is nearly surrounded by water. It is the place of arms for the small province of Guipuscoa, as well as the capital and the seat of its commerce. The town, for its situation, is small, it is, however, neatly built, and full of people and business. In the centre of the town is a large handsome oblong square, surrounded on three sides by houses, built on an uniform plan, having an open portico on the ground, and balconies above: in this square the bull-fights are exhibited. The trade of San Sebastian is considerable; but in a great measure carried on by foreign houses established in the town. Its principal exports are wool, and iron, both rude, and when manufactured into fire-arms, swords, &c.

This town pleads a privilege, that when their deputies are admitted to the king, he should speak to them bare-headed. Formerly strangers who traded thither were not allowed to hire houses, but must lodge with the burghers, and pay their respective landlords one per cent. on all the goods they sold: this was first granted out of civility by the Flemings, to oblige the inhabitants, but was afterwards demanded as a right.

The capture, by storm, of this town and castle, by the forces under the command of the gallant Sir Thomas Graham, is of too recent date, and too fresh in recollection, to need to be detailed in this place.

Our readers know, that since San Sebastian fell, our communications with that part of Spain have been frequently carried on through the medium of a place called The PASSAGES; respecting which we find the following particulars in a work printed early in the 18th century:[*]

" Near this place (i. e. San Sebasttian) there's one called *The Passages* consisting of a few houses, inhabited by young maids, under the inspection of old ones, formerly of their number. They are a sort of republic;

and their business is, to row passengers in little boats adorned with gilt streamers. There are two to manage the oars, and one for the steerage. They tie up their hair behind with knots of ribands, cover their heads and breasts with veils of muslin flowered with gold and silk, have pendants of gold and pearl in their ears, and bracelets of coral, and wear a close-bodied coat with strait sleeves; are generally well shaped, and of a brown complection. They admit of no men nor married women among them; and if any of them intend to marry, they must leave the society."

The accompanying view, for which we are indebted to W. P. was taken after the breaches were made, and for the clearer elucidation of the same, we deem it necessary to present the following references:

A. Great breach.
B. Little breach.
C. Houses set on fire by the enemy on the 24th July.
D. Ditch.
E. Hornwork.
F. English sap.
G. Advances of the storming parties 25th July, at 3 A. M.
H. Small river, shallow at low water.
I. Castle.
J. Battery connected with the castle.
K. Breaching battery.
L. Battery of four 68-pounders.
M. Battery of 4 24-pounders.
N. Mortar batteries.
O. Light-house where the British have two guns.
P. Broken wooden bridge.
×. Sea-weeds, gravel, flat rocks, &c.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.—England.

A FLOATING light is preparing to be moored at the north-west Spit of East Hoyle Sand Bank, in the entrance into the port of Liverpool; its bearings will be by compass. The present N. W. buoy S.E. one mile distant. The land-marks on Hilbre island in one, bearing S. ¼ E. five miles distant.—The Mockbeggar and Bidston lights a little open to the southward, bearing S.E. ¾ E.

The Light will be *Red* to distinguish it from all the lights upon the shore, and will be exhibited in a lantern hoisted at the mainmast-head of the vessel, and will be lighted for the first time on Wednesday the 1st December next, and will continue to be lit in future from sun-set to sun-rise.

In the day-time, from sun-rise to sun-set, a blue flag, with the letters N.W. in white, will be hoisted at the mainmast-head, and in thick and foggy weather, either by night or day, a bell will be kept constantly ringing, to prevent vessels from running foul of the light vessel.

Liverpool, 20 October, 1813.

ASIA.

HINDOSTAAN.

Remarks on board H.M.S. Belliqueux, 1808.

Sailed from Madras road, 24th June, 1808, at 4h. 30m. A.M. with a land wind, for Coringa; after getting an offing of about 4 or 5 leagues, got the regular wind of the S.W. monsoon, made the land a few miles to southward of Point Cordewar, and on 26th, at 2h. 30m. P.M. anchored in Coringa bay, for the purpose of careening the ship, as the copper on her bottom was much rubbed, intending to shift as much of it as could be got at, this being a place recommended for that purpose. It was therefore naturally concluded we should have smooth water; but after careening her as far as prudence permitted, we accomplished our purpose in part only with difficulty, having in general so much swell as to cause the ship to roll two or three streaks, and the weather at times very unsettled: we had springs on our cables, &c. If it be such weather throughout the monsoon, this is an unsafe and improper place to careen a ship at; although it may do for smaller ships, which may run farther in and take ground on the mud occasionally. In short we were told there is generally a ground swell in the bay.

Answers to standing queries:—

I. Geographical site, &c.*		°	′	″
⊙ observed altitude lower limb		84	33	15
Dip of horizon	—	0	5	0
Semi-diameter	+	0	15	45
Sum of correction	+	0	10	45

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* It has been usual to divide the rule for finding the latitude of a ship at sea from the observed meridional altitude of the sun's limb, into different cases; but the necessity for such division arose wholly from considering, improperly, the zenith of the place as a fixed point, instead of the sun. We should prefer the following *formula* for this problem to that given in the text.—(HYDROGRAPHER.)

		°	′	″
Sun's declination for noon at Greenwich	N.	22	11	27
Correction for longitude 82° 15′ E.	—		1	58
Sun's declination for longitude 82° 15′ E.	N.	22	9	34
Meridional altitude sun's lower limb	N.	84	33	15
Dip of horizon	—	0	5	0
Apparent altitude sun's lower limb		84	28	15
Refraction	—			5
Parallax in altitude	+			2
Sun's semi-diameter	+	0	15	45
True altitude of sun's centre		84	43	57
		90	0	0
Sun's true zenith distance	N.	5	16	3
Sun's declination	N.	22	9	34
Latitude	N.	16	53	27

		°	′	″
☉ apparent altitude		84	44	0
Refraction		— 0	0	5
☉ true altitude		84	43	55
Zenith distance		5	16	5
☉ declination corrected for 5h. 30m. = 1′ 58″		22	9	34
Latitude	N.	16	53	29
Longitude by chronometer	E.	82	15	0
Magnetic variation by azimuth at 6h. 50m. A.M.	E.	1	25	0

II. When going into Coringa bay from the south make the land, as herein before stated, a few miles southward of Point Cordewar (which lies in latitude 16° 44′ N.), keeping your lead constantly going, and stand into 7 or 8 fathoms water; you will then be 6 or 7 miles off: run along shore northward, keeping in that water till you discover a scattered clump of trees: by the time you get abreast of them you will see the breakers (always visible) which extend off the point. It is best in passing them not to approach nearer than 9 or 10 fathoms water, till you see the Jagnerpoor pagoda (which is easily known, appearing large and black), bearing about N.W. b. W. then haul up gradually westward, taking care not to shoalen less than 7 fathoms, until the pagoda bears W.N.W. then steer direct for it; you will have soft ground all the way till you are past the reef, perhaps you may afterwards in standing for the shore have a few hard casts in 5½ fathoms, then ½ 6 soft ground; from that you shoalen gradually towards the shore, therefore you can anchor in what depth you please. Our bearings when at anchor in ½ 4 fathoms were:—Jagnerpoor pagoda N. 64° W. Solinga pagodas (small and of whitish appearance) S. 68° W. Coringa flag-staff S. 22° W. distant from Coringa river 8 or 9 miles, from the nearest shore 3 or 4 miles. Pilots are not necessary for the bay.

III. The N.E. monsoon occasions the most surf in the bay, as it blows right in. Coringa river, which is easily known by a flag-staff on the master-attendant's house, lies S.S.W. from the anchorage, and we understood it to be a convenient port for merchant trade, as the river is navigable many miles up the country; it has a bar across it's mouth, with only 3 feet at low water spring tides, and 13 at high water: but we were told the channel frequently changes, owing to the shifting of the sands. Ships' boats can land in safety at any time. There is another small river W.N.W. of the anchorage which separates Cokonado from Jagnunerpoor, with a bar across its entrance navigable for boats only. I conceive Coringa bay an unsafe anchorage during the N.E. monsoon.* The set of the tides was hardly perceivable during our stay; but there was a rise and fall from 3 to 5 feet.

IV. Wood can be procured here in tolerable quantities, and pretty reasonable, supplied by the master-attendant. We had no supply of water, while in the bay; but we were told it can be had with facility by shore-boats.

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* Between October and April.—(HYDROGRAPHER.)

V. Provisions and refreshments could be had here, were it an established port: at present it requires two or three days notice to procure supplies from the country sufficient for a ship.

VI. No fortifications were seen. The landing-places are Coringa and Jagnerpoor.

VII. Trade and shipping are said to be carried on here in an extensive way by the natives in country vessels: the E. I. C. have several factories of saltpetre and cloth along this coast: there are also several docks in the river for the repair of small vessels. We did not hear whether ship timber be procurable; but understood boat-timber can be had in great quantities; of which, indeed, we had ocular proof.

VIII. The inhabitants, as well as their religion, language, and disposition, are the same here as along the coast of Coromandel.

G. B.

Our established pilot for these waters (Mr. Horsburgh) gives, in his copious and instructive directory (part i, page 348) the following comparative description of the same places.

" Point Gordewar, or Gadavery, in latitude 16° 48′ N. longitude 82° 24′ E. by mean of lunar observations, but according to Mr. Topping's survey of Coringa bay 82° 17′ E. is a low narrow sand-bank, extending nearly N. and S. several miles, the north end of it being considered as the point, although some navigators set the low islands on the west side of the sand bank for Point Gordewar, as these are covered with trees and bushes, but partly inundated at high water. The sands surrounding the point on which the sea breaks, extend from it about 3 miles N.E. and N. having channels for boats between some of them; one called Hope island is a dry bank, N.N.W. of the point, from 2 to 3 miles distance, and 2½ or 3 miles within the eastern extremity of the reef, it's north end being in latitude 16° 51′ N. to the northward of Hope island the bank consists of soft mud where it fronts the sea, and the edge of this mud bank having 2 and 3 fathoms on it, extends from the northern extremity of the reef about W.N.W. and W. b. N. to Coringa road. A little westward of the edge of this bank the bottom becomes hard sand, so shallow, that nearly the whole space between Coringa river and Point Gordewar reef is dry, or barely covered at low water. The principal branch of Gadavery river is N.Westward of the point. Coringa is situated on another branch of the same, bearing from the point W. b. N. 6 miles. This is the best place on the coast for repairing or building small vessels, there being a considerable number of shipwrights and caulkers constantly employed on the numerous coasting traders which belong to the river or frequent the road. On the bar of Coringa river there is from 12 to 14 feet over a sandy bottom in common spring tides; the water here as well as in the road is smooth; and outside the bar, the bottom being soft mud, it is not uncommon to see the country vessels aground in it. When over the bar, the leading mark up the river is a small *tope* [clump] of trees, about 120 yards from the starboard shore, kept ahead about W. b. S. ½ S. until the river on the starboard side be open, then a vessel should steer S.W. keeping nearest to the starboard shore in passing to Coringa town, which is situated on the southern shore about a mile from the point that forms the entrance on the same side; the depths in the river within the bar are in general from 2½ to 4 fathoms. The E. I. Company have a resident at the town of Jugeram about 6 leagues up the river, from whence a considerable quantity of piece-goods is exported. The Company's house at Coringa is in latitude 16° 49′ N. it is high water at 9h. full and change of ☾, the rise of tide is from 4 to 6 feet on the springs, and 2½ or 3 feet on neap tides; but when storms happen, or strong gales blow from sea, the country being low, is liable to inundation, the sea having been known at such times to rise greatly above its ordinary level. The country vessels generally anchor in Coringa road, with the 2 pagodas at Jaggernaut-poram, or the flag-staff about N.N.W. to N.N.W. ½ W. and Hope island S.S.E. ½ E. if this low sandy island be visible, the bar off Coringa river will then bear about S.W. b. S. and these bearings give 3 or 3½ fathoms water. Large ships anchor more to northward in 4½ or 5 fathoms, nearly abreast of Solinga pagodas, with Jaggernaut-poram bearing about N.W. b. W. and the flag-staff at Coringa S.S.W. or S.S.W. ½ W. where they may be supplied with wood, water, and provisions; or in the fair season may get any requisite repairs done.

"Jaggernaut-poram, in latitude 16° 56′ N. about 7 miles nearly due N. from Coringa, is a village with some white buildings, and two small pagodas near it; on the bar at the river's entrance, which is about a mile eastward of the village, there is a considerable surf, and it is scarcely navigable for boats at low water; inside, the depths are from 4 to 7 or 8 feet, but this river being small is seldom frequented, except by boats or small craft. The anchorage in the road is abreast the river's entrance in 5 or 5½ fathoms soft mud, with the village bearing W.b.N. or W. and Coringa flag-staff about S.S.W. distant off shore 1 or 1½ mile. Ships may at times obtain refreshments and water at this place.* S.E. and Southward of Point Gordewar the bank of soundings is steep, from 45 to 50 fathoms, about 4 leagues off, to 16 or 18 fathoms in a run of 3 or 4 miles towards the shore: care is therefore requisite in the night, when approaching the point from sea, as the depths decrease so suddenly, a large ship ought not to come under 17 or 16 fathoms, and should be prepared to tack immediately after getting these soundings. Northward of the point the soundings are more regular and less steep. Although these reefs are dangerous to approach in the night, or in thick weather, they may occasionally, with a gentle commanding breeze, be borrowed on in the day to 10 or 9 fathoms. On 14th August, 1802, the ship Marchioness of Exeter steered along the breakers off the point in 8 and 7 fathoms, when the *false* point bore S.S.W. and the true one W. b. S. on with a white building; and she rounded the N.E. extremity of the breakers in 6 fathoms, distant ½ a mile, with the pagodas at Jaggernaut-poram, bearing about N.W. b. W. which certainly is as close to them as a ship ought to venture. With a southerly wind, a ship bound to the anchorage in Coringa bay after rounding the reef may steer W.N.W. along the edge of the mud bank in 7 or 6 fathoms, until she reaches the road, or in working with a westerly wind she may borrow on the edge of it to these depths in tacking, but the soundings are not always regular. From the entrance of Jaggernaut-poram river S.W. about 2½ miles, and 2 miles from the nearest shore there is a bank of 3½ and 4 fathoms hard ground, that ought to be avoided in a large ship; between it and the shore the depths are from 4½ to 4 fathoms soft bottom, and the same southward betwixt it and the edge of the mud bank in a channel about ¼ of a mile wide. Large ships seldom anchor inside the 3½ fathoms bank mentioned above, except they are in want of careening or repairs; in such case the best berth is to southward of it in Coringa road with about 4 or 4½ fathoms. A little northward of Coringa river's entrance, there is an inlet and a village where fresh water may be procured; and about half-way between it and Jaggernaut-poram, are situated the 3 small pagodas of Soluga, with the entrance of another rivulet a little to the northward."

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* In 1784, the ship Nancy having her rudder injured during a gale, put into the road of Jaggernaut-poram on 27th September, and remained, with the rudder on shore repairing, until the 7th October.

I. S. S.

STATE PAPERS.

THE REGENT'S SPEECH.

HIS Royal Highness the Prince Regent went this day in state to the House of Peers, and opened the present Session of Parliament with the following most gracious speech from the Throne.

My Lords and Gentlemen,

IT is with the deepest regret, that I am again obliged to announce to you the continuance of his Majesty's lamented indisposition.

The great and splendid success with which it has pleased Divine Providence to bless his Majesty's arms, and those of his Allies, in the course of the present campaign, has been productive of the most important consequences to Europe.

In Spain, the glorious and decisive victory obtained near Vittoria, has been followed by the advance of the Allied forces to the Pyrenees—by the repulse of the enemy in every attempt to regain the ground he had been compelled to abandon—by the reduction of the fortress of St. Sebastian—and, finally, by the establishment of the Allied army, on the frontier of France.

In this series of brilliant operations, you will have observed, with the highest satisfaction, the consummate skill and ability of the great commander, Field marshal the Marquis of Wellington, and the steadiness and unconquerable spirit, which have been equally displayed by the troops of the three nations united under his command.

The termination of the armistice in the North of Europe, and the declaration of war by the Emperor of Austria against France, have been most happily accompanied by a system of cordial union and concert amongst the Allied Powers.

The effects of this union have even surpassed those expectations which it was calculated to excite.

By the signal victories obtained over the French armies in Silesia, at Culm, and at Dennevitz, the efforts of the enemy, to penetrate into the heart of the Austrian and Prussian territories, were completely frustrated.

These successes have been followed by a course of operations, combined with so much judgment, and executed with such consummate prudence, vigour, and ability, as to have led in their result, not only to the discomture of all those projects which the Ruler of France had so presumptuously announced on the renewal of the contest, but to the capture and destruction of the greater part of the army under his immediate command.

The annals of Europe afford no example of victories more splendid and decisive than those which have been recently achieved in Saxony.

Whilst the perseverance and gallantry displayed by the Allied forces of every description engaged in this conflict, have exalted to the highest pitch of glory their military character you will, I am persuaded, agree with me in rendering the full tribute of applause to those Sovereigns and Princes, who, in this sacred cause of national independence, have so eminently distinguished themselves as the leaders of the armies of their respective nations.

With such a prospect before you, I am satisfied that I may rely with the fullest confidence on your disposition to enable me to afford the necessary assistance, in support of a system of alliance, which, originating chiefly in the magnanimous and disinterested views of the Emperor of Russia, and followed up, as it has been, with corresponding energy by the other Allied Powers, has produced a change, the most momentous in the affairs of the continent.

I shall direct copies of the several conventions, which I have concluded with the Northern Powers, to be laid before you, as soon as the ratifications of them shall have been duly exchanged.

I have further to acquaint you, that I have concluded a Treaty of Alliance and Concert with the Emperor of Austria, and that the powerful league already formed has received an important addition of force, by the declaration of Bavaria against France.

I am confident you will view with particular satisfaction the renewal of the ancient connection with the Austrian Government, and that, justly appreciating all the value of the accession of that great Power to the common cause, you will be prepared, as far as circumstances may permit, to enable me to support his Imperial Majesty in the vigorous prosecution of the contest.

The war between this country and the United States of America, still continues, but I have the satisfaction to inform you, that the measures adopted by the Government of the United States for the conquest of Canada, have been frustrated by the valour of his Majesty's troops, and by the zeal and loyalty of his American subjects.

Whilst Great Britain, in conjunction with her Allies, is exerting her utmost strength against the common enemy of independant nations, it must be matter of deep regret, to find an additional enemy in the government of a country, whose real interest, in the issue of this great contest, must be the same as our own.

It is known to the world, that this country was not the aggressor in this war.

I have not, hitherto, seen any disposition on the part of the Government of the United States to close it, of which I could avail myself, consistently with a due attention to the interests of his Majesty's subjects.

I am at all times ready to enter into discussion with that Government, for a conciliatory adjustment of the differences between the two countries upon principles of perfect reciprocity, not inconsistent with the established maxims of public law, and with the maritime rights of the British Empire.

Gentlemen of the House of Commons,

I have directed the estimates for the services of the ensuing year to be laid before you.

I regret the necessity of so large an expenditure, which I am confident, however, you will judge to be unavoidable, when the extent and nature of our military exertions are considered.

I entertain no doubt of your readiness to furnish such supplies as the public service may require.

I congratulate you on the improved and flourishing state of our commerce, and I trust that the abundant harvest which we have received from the bountiful hand of Providence, during the present year, will afford material relief to his Majesty's people, and produce a considerable augmentation in many branches of the revenue.

My Lords and Gentlemen,

I congratulate you on the decided conviction which now happily prevails throughout so large a portion of Europe, that the war in which the Allied Powers are engaged against the Ruler of France is a war of necessity, and that his views of universal dominion can only be defeated by combined and determined resistance.

The public spirit and national enthusiasm which have successively accomplished the deliverance of the Kingdoms of Spain and Portugal, and of the Russian Empire, now equally animate the German people; and we may justly entertain the fullest confidence, that the same perseverance on their part will ultimately lead to the same glorious result.

I cannot but deplore most deeply, the continuance of this extended warfare, and of all those miseries which the insatiable ambition of the Ruler of France, has so long inflicted upon Europe.

o disposition to require from France sacrifices of any description inconsistent with her honour or just pretensions as a nation, will ever be on My part, or on that of His Majesty's Allies, an obstacle to peace.

The restoration of that great blessing, upon principles of justice and equality, has never ceased to be my anxious wish; but I am fully convinced, that it can only be obtained by a continuance of those efforts, which have already delivered so large a part of Europe from the power of the enemy.

To the firmness and perseverance of this country, these advantages may, in a great degree, be ascribed. Let this consideration animate us to new exertions, and we shall thus, I trust, be enabled to bring this long and arduous contest to a conclusion, which will be consistent with the independence of all the nations engaged in it, and with the general security of Europe.

PROCLAMATION.

In the name of his Highness the Prince of Orange, the General Government of the United Netherlands:—

INHABITANTS OF THE NETHERLANDS,

THE moment is arrived for recovering our existence as a nation; the triumph of the Allies has laid low the pride of our Oppressor, and has broken in pieces his colossal power.

At this important moment every Dutchman feels his courage inflamed to throw off the yoke, by which we have been so disgracefully subjugated. *National Freedom and Independence* is the watch-word of every one; ORANGE, the general rallying cry of all who are proud of bearing the name of Dutchmen. We only fulfil the wishes of all our fellow citizens, by this day, in expectation of the arrival of his Highness the Prince of Orange, and in his name, placing ourselves at the head of the Government; we take on us this task, confiding in the aid of Divine Providence, whose hand has been so conspicuously manifested in the present deliverance of our beloved country, but also confident of the support and assistance of every Dutchman, who forgetting all that is past, and without distinction of rank, station or religious persuasion, is with us determined once more to rescue that native country which, ravished from the fury of the elements—from Philip and Alva, was so gloriously defended by the valour of our forefathers, though it has long been covered with reproach and dishonour.

From this moment our chains are thrown off; no foreigners shall any more tyrannize over you; every tie of compulsion and slavish submission to the common enemy of Europe, to the disturber of the peace, welfare, and independence of nations, we renounce irrevocably and for ever.

In the name of his Highness the Prince of Orange, and as invested for the present with the supreme government of the Netherlands, we release our fellow citizens throughout the whole extent of the United Provinces, from the oath of allegiance and fidelity taken to the Emperor of the French; and we declare to be traitors to their country, rebels against the legitimate national Government, and liable to all the consequent penalties, such, as, under pretence of connection with the French Government, or in compliance with its authority, shall obey any orders issued by it, or its agents, or maintain any correspondence with it.

All connections with or oppressors, whose contempt and reproach have kindled a flame in every countenance and heart, are from this day at an end. But this is not enough!

DUTCHMEN!—We call upon you unanimously to rally round the standard which we have this day planted—we call upon you to take up arms like men, and drive from our confines the enemy, who still appears to dare us upon our territory, but already trembles at our union,

Let all of us think of the deeds of our brave forefathers, when, through the immortal William I, Dutch valour broke out into an inextinguishable flame; and let the noble example of the Spanish people, who by the most persevering exertions, accompanied with infinite loss of property and blood, have broke to pieces the hated yoke, and upon whom the dawn of deliverance and victory now shines—let this example teach us that the issue cannot fail of success.

We have every where entrusted to men of tried military skill the task of a general arming; they will go before you in that danger which can only be of short duration till the arrival of our allies for our deliverance.

Order and military discipline shall distinguish our troops; they are inseparable from true valour.

We shall take care that those who fight for us shall want for nothing; that our confidence never fail; that the God of Holland warreth for us!

But as, in order to carry on the operations for the arming, and for the defence of our territory, the expenditure of the interior Government must be very considerable, we trust that the Dutch will not be deficient in this part of their duty; the revenues of the country shall be expended for the welfare of the country. It becomes the duty of every one, therefore, zealously to discharge his obligations to the Treasury of the State; and he who would act a fraudulent part under the present circumstances, must be regarded as an enemy to his country, and shall not go unpunished.

We order all Dutch Magistrates to remain at their posts, and in the discharge of their duties we place them under the protection of all patriotic Dutchmen.

We also confide in that spirit of order which has ever distinguished the Dutch People; that in all the offices of authority, and especially in those of the administration of justice, every one will continue in the faithful and uninterrupted performance of his duty according to the laws still in force.

We command and order all Authorities of Departments, Cities, and Towns, to make known and affix the present Proclamation, according to the usual forms.

Done at the Hague, this 21st of November, 1813.

(Signed). VAN DER DUIN VAN MAASDAM.
GYSBERT KAREL VAN HOGENDORP.

Naval Poetry.

ELEGIAC LINES.

ON THE UNFORTUNATE DEATH OF THE LATE CAPTAIN NEWMAN, R. N.

WHAT doleful tidings swell the trump of Fame,
That thus Britannia's *Genius* pensive stands
And casts his tearful eye upon the deep?
His darling hope, brave Newman, is no more!
How fell the gallant Hero? did he fall
Like *Nelson*, 'midst the glorious clash of arms,

Blest with the soothing smiles of victory?
No! the rude spirit of the blust'ring storm
On his brave vessel dash'd the whelming seas,
And gave the Warrior to a wat'ry shroud.
What have ye done, ye Forces of the blast?
Wherefore, forgetful of an Hero's deeds
Rush'd ye malignant from your frozen caves,
To check the growing lustre of his fame?
Ne'er did the gentler spirit of your gales
Waft o'er the bosom of the curling sea
A braver hero!
Yes; he was brave! Newman was valour's self!
His ardent bosom knew not how to fear!
Oft has he stood (t' avenge his Country's wrongs)
Amidst the thunder of the battle's roar,
And glory'd in the dangers of the fight:
Then wherefore doom him so severe a fate?
He asked not, like the common race of men,
A long protracted life; nor asked, like them,
Upon the downy couch of ease to lie,
And gasp in idleness his latest breath.
His was a diff'rent soul! He nobly ask'd
To serve his Country in successful war,
And in the arms of Victory to expire.
Such, valiant hero! was the noble end
Thy gen'rous nature urg'd thee to desire;
And tho' thy fate forbade the glorious boon,
Britannia's grateful sons, who long have known
The gallant purpose of thy manly soul,
Shall ever rank thee with her guardian chiefs;
And the rude sea boy, as he steers his bark
Thro' the white surges of the treach'rous deep,
Shall think upon thy hapless fate, and drop
The tear of pity from the soften'd eye.

EURYALUS.

* * *

TO THE MEMORY OF CAPTAIN WM. CHARLTON, LATE COMMANDING HIS MAJESTY'S SHIP GARLAND, ON THE JAMAICA STATION, UNDER ADMIRAL ROWLEY, OF THE BLUE.

Dignum laude virum Musa vetat mori.

AND shall the good man rest on Death's cold bed,
And no Muse haste a heart-felt tear to shed?
Shall HE, whose valour in his Country's cause
Serv'd to maintain its liberties and laws,

Quit life's short round, to Heav'n's decree resign'd,
And leave no friendly chronicler behind?
Oh no! a stripling muse the task shall pay,
Valour will own, and Virtue bless the lay.
And she, the widow'd partner of his years,
Shall smile approval through Affliction's tears.
  Sleep'st thou in death, dear Friend, life's voyage o'er,
Far from thy home, thy friends, and native shore?
Sleep'st thou in death, beside the murmuring wave,
And Sea-Nymphs only left to deck thy grave?
Oh! doubly happy, had the task been ours,
T' attend thy couch, and sooth thy lingring hours;
Soften with smiles the rugged front of Death,
Hang on thy lips, and catch thy parting breath!
And ere that angels bore it to above,
Set free thy spirit with a kiss of love;
And as were paid thy corpse the honours due,
Breathe a deep sigh, and murmur out—adieu!
  Oh! dear wert thou to all—thy generous mind
Thought not on self, but glowed for all mankind;
Pure in thy breast burnt Friendship's sacred flame,
Thy passion only was thy Country's fame?
'Twas this in early youth thy sail unfurl'd,
'T' explore with deathless Cook an unknown world;
'Twas this with Howe by Gebir's tow'ring steep,
Bore thee in triumph o'er the blood-stain'd deep.
'Twas this with Keith, and him we yet deplore,
Nelson, the laurel'd Chief of Nilus shore,
Bade thee brave death, and teach the sturdy Dane
To yield Britannia's sons the sceptre of the main.
And oh! when late by Fame and Rowley led,
Thy sails to India's western climes were spread,
Eager for Gallia's grasp, and isles to save,
Fearless thou rod'st the deep, but foundst an early grave.
Alas! too early call'd, tho' ripe for fate,
Tho' wise in council, tho' in glory great,
Prov'd in each stage, all earthly duties done,
Christian and patriot, husband, friend, and son.
Still, still too early call'd from those on earth,
Who knew thy heart, and prov'd thee for its worth;
For they had long—long wish'd once more to press
Thee in their arms, and taste of happiness.
God's will be done! For He, all great, all just,
Bows thee our idol to thy kindred dust;
But long thine image in our breasts shall dwell,
So sainted Charlton, dearest Friend—farewell!

AMICUS.

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(October—November.)

RETROSPECTIVE AND MISCELLANEOUS.

IN our last Retrospect we announced the capture of the Weser, a French frigate of the largest class; and expressed a hope that a good account would soon be given of another frigate or two which sailed in her company from the Texel. We have now the satisfaction to record the capture of the Trave French frigate of 44 guns, and 340 men, which took place on the 23d of October, off Ushant. She and the Weser had both sailed in company from the Texel, and were dismasted in the same gale. The Trave was first fallen in with by the Achates brig of war, Captain Morrison, who kept dodging and engaging her some time, when, fortunately, the Andromache, Captain Tobin, and the Pyramus, Captain Dundas, were discovered under a croud of sail; the former, we understand, was the headmost ship, and to which, it is said, she struck her colours, after a few minutes action. She is the sister ship, in every respect, to the Weser; for their keels were laid down on the same day; they were launched the same day; sailed the same day; were dismasted on the same day; were brought into Plymouth on the same day; and had a similar number of men, and weight of metal. The capture of these two vessels may perhaps be considered as doing Buonaparte a favour, inasmuch as it may spare him hereafter many unpleasant recollections attached to their names. The Weser and the Trave are German rivers, which, perhaps, he will long and sincerely repent that he ever ventured to approach.

His Majesty's schooner Telegraph, Captain Scriven, has had a very gallant action with the French national brig Flibustier, who had for some months been waiting an opportunity to steal out of St. Jean de Luz; and a dark and stormy night being considered to afford a favourable chance, she sailed at day-light on the 13th October. She was immediately chased by the Telegraph; and an action took place, witnessed by several thousands of both armies, which lasted three quarters of an hour; when the Flibustier's crew quitted her and escaped to shore, after setting her on fire. The Telegraph did not lose a man.

We learn, that H. M. brig Bold, Capt. Sackwell, Commander, was driven on shore by a strong north-east gale, near the North Cape of PRINCE EDWARD ISLAND, on the morning of 27th September between the hours of three and four o'clock. The commander and surgeon arrived at the seat of government on Thursday, by whom we are informed, that the officers and crew, to the number of 67, were with much difficulty saved, but it is feared that the vessel would be entirely lost. The Agnes transport that had lately arrived with ordnance stores for the garrison, was ordered round to her assistance, and his Excellency Lieutenant-Governor C. D. Smith had also given instructions for procuring the best assistance from the town, and the neighbouring settlements, to get the vessel off if practicable, or if not, to save such of her stores as the circumstances of her situation may afford.

We hear from Brest, that all naval business was at a stand in that arsenal: and, it being requisite to man two frigates for a particular service, five line-of-battle ships stripped of all their hands were not sufficient for the occasion.

Our old friends and neighbours, the Dutch have, with a manly fortitude, simultaneously thrown off the yoke of the Corsican despot, and recalled to their government the ancient House of Nassau.

The fleet in the Texel has declared in favour of the glorious cause; and the French fleet in the Scheldt, it is hoped, will be compelled to surrender. Its escape, indeed, seems altogether impossible; for should it even run up the river, and take refuge at Antwerp, its capture or self-destruction must there become inevitable; as the allied armies will speedily have reached that quarter also, where they will be received with joy by the people.

J. Warburton, alias Parker, has been executed on board his Majesty's ship Prince, at Spithead; being found guilty by a court-martial, of having, assisted by five others belonging to the Eolus, risen against the British prize-master on board an American brig, and carried her into Salem. He was afterwards recognized among the wounded on board the Chesapeake, when that frigate was captured.

The Columbia, Robertson, lying at Spithead, will sail under convoy of the Laurel, on a trading voyage of discovery to the western shores of North America, to endeavour to open a fur trade with the Indians of the coast lying between Vancouver's Island and Cook's Inlet, on the coast between 120 and 150 W. long. and 60 and 70 N. lat. This trade has been hitherto carried on only by the Americans, who carried the furs to China, and brought teas for the European Continent.

Advices have been received from Dantzic of the 3d of Nov. which state, that an attack had been made upon that town with considerable effect by the Meteor bomb, aided by several Russian and Swedish gun-boats. The bombardment was continued with such vigour, that several houses were battered down, and many more destroyed by fire. The Meteor ran close under the batteries, and the greatest intrepidity was displayed by the captain and crew. The squadron ultimately succeeded in taking possession of a point which will be the means of cutting off the enemy's supplies entirely by sea, without the necessity of keeping a single ship before the town during the winter. The loss of the Allies, on this occasion, was about 800. An unlucky shot from the enemy's battery sunk one of the Russian boats. The bravery of the commander of the Meteor was so conspicuous, that the Duke of Wurtemberg undertook to represent his gallant conduct to the Emperor Alexander. The garrison, it was known, had eaten their last horse; but of bread they still had sufficient to last them a few weeks.

We are sorry to say, that accounts have reached us, of the loss of the Laurestina frigate Capt. Graham on the 26th of August, in a dreadful hurricane, off the Bahamas. All the crew, except one man, were saved.

We must now advert to a miscarriage, of minor importance, affecting our own interests. Nova Scotia and Boston Papers have brought intelligence, that our flotilla on Lake Erie has been completely defeated by the American Commodore PERRY. It may, however, serve to diminish our vexation at this occurrence, to learn, that the flotilla in question was not any branch of the British navy, but was solely manned, equipped, and managed by the public-spirited exertions of certain Canadians, who had formed themselves into a kind of Lake Fencibles. Yet this conflict, though it left Perry the conquerer of the day, exposes his conduct, and that of his squadron, to the most disgraceful suspicions.

It was on the 10th of September that the Canadian squadron on this Lake consisting of *six* vessels, which, as we have already observed, were wholly manned and equipped by the inhabitants of the Province, encountered the American squadron commanded by Commodore PERRY, consisting of nine vessels. The fire of the Canadians was principally directed against the Lawrence, the ship of the American Commodore; who quitted her in the midst of the engagement, leaving the command to a Lieutenant, who almost immediately *hauled down her flag*. "But," says Mr. PERRY, " the enemy was not able to take possession of her; and *circumstances soon permitted her flag to be again hoisted*." Now, what were those circumstances? Not a recapture by the rest of the American squadron; for that is not asserted: but, as far as appears, merely their approach to support their discomfited comrade. The commodore went on board a vessel which had sustained little injury; and with this, supported by all the rest of his flotilla, he succeeded in breaking the Canadian line. From the general tenour of the letter, it would seem to have been about this time, that the Lawrence's flag was re-hoisted.

In June and July, the Mississipi had risen higher than it had been known for 30 years. The consequences had been dreadful. The water had burst the mounds, and inundated the country on the west side to the distance of 65 miles. The inhabitants fled to the heights, where they and their slaves were encamped; but vast crops, plantations of sugar-canes, with an immense number of horses, cattle, sheep, hogs, and deer, were swept away. The loss of neat cattle alone was estimated at 22,000 head. Every little spot of bare ground was crowded with animals. It was not uncommon to find herds of deer intermixed with wolves, and both, from a sense of common danger, equally domesticated. The total loss of property is variously estimated; the lowest is eight millions of dollars; the highest twenty-two.

Navy Pay-Office, London, September 13, 1813.

Notice is hereby given, that, by virtue of the authority vested in me by the Act of Parliament, forty-ninth George the Third, chap. 123, I do hereby revoke the license granted to Anthony Tudor Cannon, on the 29th December, 1813, to act as an agent in the receipt of pay, wages, prize, and bounty money, for, and in respect of, the service of petty officers, seamen, and others, serving in any of his Majesty's ships; which license is withdrawn by me on the ground of his having changed his abode without giving notice to me thereof. GEORGE ROSE.

On 14th September, a similar notice was issued relating to Lewis Isaacs, upon the ground of his having abused the trust reposed in him.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, OCTOBER 9, 1813.

Copy of a Letter from Lieutenant Hare, commanding H. M.'s Schooner Bream, addressed to Captain Gordon, of the Rattler Sloop, and transmitted by Admiral Sir John Warren to John Wilson Croker, Esq.

H. M.'s Schooner Bream, St. John's, New Brunswick,
SIR, *June* 11, 1813.

IT is with much satisfaction I have the honour to inform you, when cruising off Cape Forchu, on the night of the 9th instant, I fell in with the American private armed sloop Wasp, of Salem, mounting two six-pounders carriage guns, and 33 men; and, after a chase of seven hours and a half, succeeded in capturing her. She commenced a smart fire on us with her great guns and small arms, which was returned, and am happy to say, without further loss or damage than one man wounded on their part. She is quite new, had been out eighteen days, and captured nothing. I have the honour to be, &c.

CHARLES HARE,
Lieutenant and Commander.

OCTOBER 12.

The letters, of which the following are copies and extracts, have been transmitted to John Wilson Croker, Esq. by Vice-admiral Sir Edward Pellew, commander-in-chief of his Majesty's ships and vessels in the Mediterranean.

SIR, *Milford, off Porto Ré, July* 6, 1813.

I have the honour to acquaint you, that on the 28th ult. I left Melada, and on the 30th, assembled the Elizabeth and Eagle, off Promontorio. On the 1st inst. the squadron entered the Quarnier Channel, and on the 2d, in the evening, anchored about four miles from Fiume, which was defended by four batteries, mounting fifteen heavy guns. On the 3d, in the morning, the ships named in the margin * weighed, with a light breeze from the S.W. with the intention of attacking the sea line of batteries (for which the arrangement had been previously made and communicated), leaving a detachment of boats and marines with the Haughty, to storm the battery at the Mole Head, as soon as the guns were silenced; but the wind very light, shifting to the S.E. with current from the river, broke the ships off, and the Eagle could only fetch the second battery, opposite to which she anchored. The enemy could not stand the well-directed fire of that ship. This being communicated by telegraph, I made the signal to storm, when Captain Rowley, leading in his gig the first detachment of marines, took possession of the fort, and hoisted the King's colours, whilst Captain Hoste, with the marines of the Milford, took and spiked the guns of the first battery, which was under the fire of the Milford and Bacchante, and early evacuated. Captain Rowley leaving a party of seamen to turn the guns of the second battery against the others, without losing time, boldly dashed on through the town, although annoyed by the enemy's musketry from the windows of the houses, and a field-piece placed in the centre of the great street; but the marines, headed by Lieutenants Lloyd and Nepean, and the seamen of the boats, proceeded with such firmness, that the enemy retreated before them, drawing the field piece until they came to the square, where they made a stand, taking post in a large house. At this time, the boats with their carronades, under Captain Markland, opened against the gable end of it with such effect, that the enemy gave way at all points, and I was gratified at seeing them forsake the town in every direction. Captain Hoste, with his division, followed close to Captain Rowley, and on their junction, the two batteries, with the field-piece, stores, and shipping were taken possession of, the governor and every officer and man of the garrison having run away. Considering the number of troops in the town, above three hundred and fifty, besides natives, our loss has been trifling; one marine of the Eagle, killed; Lieutenant Lloyd, and five seamen and marines, wounded. Nothing could exceed the spirit and disposition manifested by every captain, officer, seaman, and marine, in the squadron.

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* Milford, Elizabeth, Eagle, Bacchante, and Haughty.

Although the town was stormed in every part, by the prudent management of Captains Rowley and Hoste, not an individual has been plundered, nor has any thing been taken away, except what was afloat, and in the government stores.

I herewith send a return of the property and vessels captured, and have the honour to be, &c.

THOS. FRAS. FREEMANTLE.

Vice-admiral Sir Edward Pellew, Bart. &c.

A List of Vessels, Stores, &c. taken and destroyed at Fiume on the 3d July, 1813.

90 vessels, more than half of the smaller class were returned to the proprietors, 13 sent to Lissa, laden with oil, grain, powder, and merchandise; the rest were destroyed. 59 iron guns (part only mounted), rendered totally useless. 8 brass 18-pounders, and one field-piece, taken away. 500 stand of small arms. 200 barrels of powder. Rations of bread for seventy thousand men, and two magazines with stores, &c. burnt.

THOS. FRAS. FREEMANTLE.

SIR, *Milford, off Porto Ré, July* 6, 1813.

I have the honour to inform you, that yesterday the squadron under my orders moved from Fiume to this place, and the Haughty was despatched with prizes to Lissa.

Captains Hoste and Markland landed with the marines, and found the forts abandoned by the enemy, who had spiked the guns, and thrown the ammunition into the sea. The boats went up to Bocca Ré, where a convoy of thirteen sail were scuttled; one of them only could be recovered. Having rendered the guns, ten in number, entirely useless, burnt the carriages, and blown up the works, I have ordered the ships to their several stations. I have the honour to be, &c.

THOS. FRAS. FREEMANTLE.

Vice-admiral Sir Edward Pellew, Bart. &c.

SIR, *H. M. S. Elizabeth, off Omago, June* 8, 1813.

Having information that the enemy were sending three vessels, loaded with powder, along the coast of Istria, and seeing vessels of the same description within the town of Omago, I stood in there; and when the Eagle and Elizabeth were within gun-shot, I summoned the town, which they refused to receive.

After firing some time, the marines of this ship, under Captain Graham and Lieutenant Thomas Price, and of the Eagle, under Lieutenant Samuel Lloyd, drove the enemy out of the town. They had about one hundred soldiers.

The boats, under Lieutenants Roberts and Bennett, of the Elizabeth, and Lieutenants Greenaway and Hotham, of the Eagle, destroyed a two-gun battery, and brought out four vessels, loaded with wine, that had been scuttled.

I am happy to say, that only one man was wounded; and the conduct of all the officers employed on this service was highly creditable.

I have the honour to be, &c.
E. LEVESON GOWER, Captain.

Rear-admiral Freemantle, &c.

SIR, *H. M. S. Elizabeth, Fasano-Roads, June* 20, 1813.

Having information that some French gens d'armerie, who organised the militia, and commissaries that levied the contributions, resided at Dignano, opposite the Prioni islands, I landed fifty seamen, under Lieutenants Roberts and Bennett, the marines, under Captain Graham and Lieutenant Price, and the boats with carronades, under Lieutenant Bernard. They took possession of the town at daybreak this morning, made the French prisoners, and disarmed the militia. A French surgeon that fired out of a window at our people was mortally wounded; this is the only loss on either side.

Great praise is due to all the officers employed on this service, and nothing could exceed the steadiness of the men.

I have the honour to be, &c.
Rear-admiral Freemantle, &c. E. LEVESON GOWER.

SIR, *H. M.'s Sloop Saracen, Port Ladro, June* 18, 1813.

Upon reconnoitring the coast and islands, on the station you did me the honour of appointing me to, the island of Zapano, and its harbour, appeared the only place where there were vessels of any burthen, and from information received, it was supposed some of the last convoy with grain for Ragusa was still there.

As it was only guarded by a captain's party of about 60 men, last night, it blowing and raining excessive hard, I conceived it a most favourable time of attacking it; at nine P.M. I put off from the brig, with the boats, and at eleven landed, with the small arm men and marines, to the number of forty men, and after a very difficult march of nearly three miles, we surprised and took prisoners the corporal's guard in advance, without their being able to give the alarm. We then instantly pushed for the guard-house, and commandant's quarters, which were carried by the bayonet, and took prisoners a captain, commanding the islands of Zapano and Mezzo, two serjeants, three corporals, and thirty-three privates, with all their arms and ammunition, belonging to the 4th regiment (the lieutenant and fifteen privates escaping), which completely put the whole of the island in our possession, and I am happy to say without loss, and only a few slight bayonet wounds. The determined conduct of the seamen and marines, headed by Lieutenants Holmes and Hancock, made all their resistance ineffectual. I have the honour to be, &c.

J. HARPER, Commander.

Rear-admiral Freemantle, &c. Adriatic.

SIR, *H. M. S. Havannah, at Sea, June* 29, 1813.

I have the honour to report the capture of an armed convoy of the enemy's, consisting of ten sail, under the town of Vasto, on the morning of the 27th inst. by the boats of this ship, commanded by my first lieutenant, William Hamley.

The enemy being apprized of our approach the preceding day, had assembled in force, and taken every possible precaution to prevent our getting their vessels off; but having landed to the right, and forced them from their guns (eight in number), we remained masters of the spot the whole day, until the vessels were rigged and got afloat. This little service has been performed with the spirit ever manifest in Lieutenant Hamley, my officers, and ship's company generally, and with only three men slightly wounded, while the enemy acknowledged six killed and seven wounded.

I have the honour to be, &c.

Rear-admiral Freemantle, &c. Adriatic. GEO. CADOGAN.

SIR, *Eagle, at anchor off Farasina, July* 7, 1813.

Pursuant to your orders of yesterday, the fortress of Farasina, mounting five 18-pounders, was attacked this morning, at eleven A.M. by H.M.S. under my command, and after some resistance, was stormed and carried by a party of seamen and royal marines, landed under cover of the ship's fire, and headed by Lieutenant Greenaway (the first lieutenant), Lieutenant Hotham, and Lieutenant Lloyd, of the royal marines.

On the approach of our men, the enemy abandoned their works, and fled to the heights immediately above them, from whence they were driven by the party under Lieutenant Lloyd, and separated in all directions.

A position was then taken by the royal marines, to secure the men while destroying the battery and its out-works, and at two P.M. the whole re-embarked, without suffering any other accident, than Mr. Hudson, midshipman, slightly wounded, after disabling the guns, and laying the whole works in a heap of ruins, except the church.

I am, &c. C. ROWLEY, Captain.

Rear-admiral Freemantle, &c.

SIR, *H. M. S. Undaunted, off Marseilles, August* 18, 1813.

I have the honour to inform you, that the batteries of Cassis have been destroyed, and the vessels, as per margin,* brought out of the Mole, or burnt. In justice to the brave officers and men employed on this service, I beg leave to state a few particulars relative to their very meritorious conduct. Owing to light winds, the Undaunted could not take up the anchorage that I intended; therefore, to Captain Coghlan, Sir John Sinclair, and the Honourable Captain Spencer, I am entirely indebted for the success that attended an enterprise, which for gallantry has seldom been surpassed. Four batteries defended the entrance of the bay, and two gun-boats were moored across the entrance of the Mole. The citadel battery could only be carried by escalade, but nothing could withstand the boldness of the gallant marines, led on by Captain Coghlan, who surmounted every obstacle opposed to them (and of whom Captain Coghlan speaks in the highest terms of praise). They literally drove the French before them at the point of the bayonet, pursuing them through the batteries to the heights that command the town, leaving it entirely at our mercy. The boats, under the direction of Sir John Sinclair, then entered the Mole, and in less than two hours brought off the vessels.

I feel very greatly indebted to Captain Coghlan, for his able advice, and for the zeal and ability manifested by him; likewise to Sir John Sinclair, and the Honourable Captain Spencer, for their perseverance in sweeping their vessels in, under a heavy fire from the batteries, and placing them in the most judicious position to cover the marines, and to which I attribute in a great degree our small loss.

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* Twenty-four settees and Tartans, names unknown; two gun-boats, of two howitzers and twelve swivels each, — guns and sixty men, taken; one gun-boat of — guns, and thirty men, and one Tartan, destroyed.

My first lieutenant, Tozer, and second, Hownam; Lieutenants Wilson, of H.M.S. Caledonia; and Greenshaw, of H.M.S. Hibernia; Captains Sherman and Hussey, and Lieutenants Hunt, Dyer, Bluche, Maule, Reeves, Jarvis, Mallard, and Ellis, of the marines, behaved with distinguished bravery. Lieutenant Tozer, I lament, is most severely wounded; his gallantry I have often noticed.

Lieutenant Hunt, of the marines, was the first who entered the citadel battery, by a ladder, under a galling fire; his conduct on this, as on all former occasions, was very gallant. I have the honour to be, &c.

THOS. USSHER, Captain.

Vice-admiral Sir Edward Pellew, Bart. &c.

List of Killed and Wounded.

Caledonia.—1 corporal, 1 private (marines), killed; 1 private marine, wounded.

Hibernia.—2 private marines killed; 4 wounded.

Barfleur.—4 private marines wounded.

Prince of Wales.—1 private marine wounded.

Undaunted.—1 officer, 4 private marines, wounded.

Redwing.—1 petty officer wounded.

SIR, *Repulse, off Toulon, August* 18, 1813.

I have the honour to enclose a list of the enemy's vessels* captured and destroyed by his Majesty's ships Repulse and Aigle; the two latter having sought refuge in the harbour of Vernazza, it was necessary, in order to get at them, to take possession of that town: this was accomplished by anchoring the ships close to it, and landing the royal marines, who, driving the enemy's troops out, occupied it, whilst a considerable body, hastening from the neighbourhood to its relief, were kept back by the fire of the ships, until the vessels were burnt, their crews having previously scuttled them.

The enemy lost several men in this little affair, which was admirably conducted by Lieutenant Harris, of the Repulse, and fortunately without a casualty on our side. The royal marines, led by Captain Innis, and Lieutenant Dixie, behaved in their customary gallant manner.

I have the honour to be, &c.

R. H. MOUBRAY, Captain.

Vice-admiral Sir Edward Pellew, Bart.
Commander-in-chief, &c.

Copy of a Letter from Captain Kerr, of H. M.'s Sloop Wolverine, addressed to Captain White, of the Centaur, and transmitted by Admiral Sir Richard Bickerton, Bart. to John Wilson Croker, Esq.

SIR, *H. M.'s Sloop Wolverine, October* 7, 1813.

Be pleased to inform the commander-in-chief, that H. M.'s sloop this afternoon, close in with the town of Barfleur, captured the French national lugger, No. 961, belonging to the flotilla at Cherbourg, mounting six guns, commanded by Monsieur Berard, enseigne de vaisseau, with a complement of thirty-two men. I have the honour to be, &c.

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* St. Catharine, laden with iron ore, 60 tons; Colombo, laden with sulphur, 50 tons; St. Joseph, laden with onions, 80 tons; vessel (name unknown), laden with planks, 70 tons.

CHAS. KERR.

Extract of a Letter from Captain Pell, of H. M.'s Bomb Thunder, to John Wilson Croker, Esq. dated off the Ower's Light, the 9th instant.

I have the honour to acquaint you, for their Lordships' information, that in pursuance of directions from Sir Richard Bickerton, to proceed in his Majesty's bomb Thunder, to Woolwich, I weighed at six o'clock this morning from Spithead, and at half-past eight, Ower's Light bearing N.N.E. observed a lugger to windward, under easy sail; altered our course to near the shore, and took in the studding sails; the lugger immediately bore up and followed; at half-past ten she came up on the larboard quarter, and hailed us to bring-to, and strike; his decks were full of men, in readiness for boarding. She put her helm up to lay us alongside, we put ours down, and fired four guns, and a volley of musketry; she fell on board, and was carried in the most gallant style by boarding.

The capture proves to be Le Neptune, belonging to Dunkirk, out two days from La Hogue, had made no captures; pierced for eighteen guns, sixteen mounted, with a complement of 68 men, only 65 on board; the enemy had four men killed and ten wounded, five very severely, one since dead. I am happy to say, that we had only two men wounded.

Wounded.—George Jenks, able seaman, severely; John Dixon, able seaman, slightly.

OCTOBER 16.

Copy of a Letter from Captain Oliver, of H. M.'s S. Valiant, addressed to Admiral Sir John Borlase Warren, Bart and K.B. and transmitted by the Admiral to John Wilson Croker, Esq.

SIR, *H. M.'s S. Valiant, Halifax Harbour, June* 28, 1813.

I beg leave to acquaint you, that La Hogue sailed on the 25th, and the next day chased the Young Teazer, American privateer, into Lunenburgh Bay, Nova Scotia, where La Hogue anchored, and sent her boats in chase; but before they reached the privateer, she blew up, from what cause is not known; it is supposed about thirty men perished in her, and eight got on shore at Lunenburgh (two of them badly wounded by the explosion); they surrendered to the militia, and can give no account of the cause of the accident. I have, &c.

ROB. DUDLEY OLIVER, Captain.

Copy of a Letter from Captain Sir John Poo Beresford, of H. M.'s S. Poictiers, addressed to Admiral Sir John Warren, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *Poictiers, at Sea, July* 17, 1813.

I beg to acquaint you, that to-day the Maidstone, in company with Poictiers and Nimrod, captured, after a chase of about four hours, the York Town, American ship privateer, of 20 guns, and 140 men; she was returning from a cruise; she is in all respects well fitted, and suitable for his Majesty's service. I have the honour to be, &c.

J. P. BERESFORD, Commodore.

Copy of a Letter from Lieutenant Puckinghorne, of H. M.'s S. St. Domingo, addressed to Captain Baker, of the Conflict Sloop, and transmitted by Admiral Sir John Warren to John Wilson Croker, Esq.

SIR, *H. M.'s Sloop Conflict, August* 10, 1813.

In compliance with your orders, I proceeded with the division of boats under my direction up the St. Michael's river. We advanced along shore close to the town of St. Michael's, and were discovered by the enemy's patrole, who fired on us; a few minutes after, a battery, mounting six twelve and six-pounders, gave us a round of grape and canister, when we immediately landed, got possession of the battery, and drove the enemy into the town. After spiking the guns, splitting the carriages, and destroying all the ammunition and stores, I re-embarked, with the loss of only two wounded. By this time the enemy had collected in considerable numbers, and commenced firing from two field-pieces in the town. The destruction of the battery being complete, and not a vessel to be seen, I deemed the object of the enterprise fulfilled, and returned on board with the boats. The conduct both of officers and men was exemplary, and highly praiseworthy for their steadiness, in forming quickly, in landing, and driving the enemy into the town. I have the honour to be, &c

J. PUCKINGHORNE.

To Captain Baker, H. M.'s Sloop Conflict.

Extract of a Letter from Captain Hamilton, of H. M.'s S. Rainbow, to Captain Graham, of the Alcmene, dated at Sea, the 19th June, 1813, *and transmitted by Vice-admiral Sir Edward Pellew to John Wilson Croker, Esq.*

This ship, with the Pylades in company, having sailed in search of a remarkably fast-sailing brigantine, of one gun, and 40 men; got on either side during the night, and forced her on shore under Cape Cavallo.

Copy of a Letter from Captain Flin, of H. M.'s Sloop Cephalus, addressed to Vice-admiral Sir Edward Pellew, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H. M.'s Sloop Cephalus, Cagliari Bay, July* 25, 1813.

I beg to inform you, that H. M.'s brig under my command, captured, on the 13th instant (Galita, bearing N.W. by W. twenty-five miles), the French xebec L'Ecureil privateer, of and from Toulon, out forty days, armed with one eight-pounder and small arms, the former thrown overboard in the chase, having a complement of 41 men; made no captures.

I have, &c. EDW. FLIN.

List of Captures made by the Channel Fleet, not already gazetted, between the 1st July and 30th September, 1813.

Brig Mercurius, of 170 tons, and 8 men, from Bourdeaux, bound to Plymouth, captured by the Goldfinch, July 7, 1813. English brig Union, of 110 tons, and 7 men, from Newfoundland, bound to Lisbon, recaptured by the Goldfinch and Brest squadron, July 17, 1813. American schooner Marmion, of 180 tons, and 20 men, from Nantes, bound to New York, captured by the President, Beagle, Juniper, and Urgent, August 14, 1813. French chasse marée, Ville de Fecamp, of 60 tons, from Rochelle, bound to Brest, captured by the Sultan and Basque Roads squadron, August 7, 1813. Ship Minerva, of 500 tons, and 24 men, from Nantes, bound to London, captured by the Goldfinch, August 26, 1813. French lugger Gustave, of 82 tons, from Bourdeaux, bound to Nantes, captured by the Telegraph, September 12, 1813. French chasse maree, Les Unis Amis, of 54 tons, from Bourdeaux, bound to Nantes, captured by the Telegraph, same date. French lugger Le Precieux, of 94 tons, from Bourdeaux, bound to Nantes, captured by the Telegraph, same date. French chasse maree, Dunoire, of 68 tons, from Bourdeaux, bound to Brest, captured by the Telegraph, same date. KEITH, Admiral.

OCTOBER 23.

Extract of a Letter from Rear-admiral Freemantle, to John Wilson Croker, Esq. dated on board H. M.'s S. Milford, off Fiume, the 4th Sept. 1813.

I have the honour of informing you, for the information of the Right Hon. the Lords Commissioners of the Admiralty, that I anchored here with the Milford, Eagle, and Havannah, on the 26th ultimo; and that the Austrian troops marched into the town on the same day.

Nothing can be more gratifying, than the communications I have had with General Nugent. The Croats desert every day from the enemy, and I consider that Dalmatia is nearly cut off. General Radiovoivich is at Carlstadt, and the advanced post of General Nugent is at Lippa.

It appears the French have provisioned the citadel of Trieste.

Copy of a Letter from Commodore Sir James Lucas Yeo, to John Wilson Croker, Esq. dated on board H. M.'s S. Wolfe, at Kingston, Upper Canada, the 29th June, 1813.

SIR,

I have the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that on the 3d instant, I sailed, with his Majesty's squadron under my command, from this port. to co-operate with our army at the head of the Lake, and annoy the enemy, by intercepting all supplies going to the army, and thereby oblige his squadron to come out for its protection.

At day-light, on the 8th, the enemy's camp was discovered close to us at Forty Mile Creek; it being calm, the large vessels could not get in: but the Beresford, Captain Spilsbury, the Sir Sidney Smith, Lieutenant Majoribanks, and the gun-boats, under the orders of Lieutenant Anthony (first of this ship), succeeded in getting close under the enemy's batteries, and by a sharp and well-directed fire, soon obliged him to make a precipitate retreat, leaving all his camp equipage, provisions, stores, &c. behind, which fell into our hands; the Beresford also captured all his bateaux, laden with stores, &c. Our troops immediately occupied the post. I then proceeded along shore to the westward of the enemy's camp, leaving our army in his front. On the 13th we captured two schooners and some boats, going to the enemy with supplies; by them I received information, that there was a dépôt of provisions at Genessee River; I accordingly proceeded off that river, landed some seamen and marines of the squadron, and brought off all the provisions found in the government stores, as also a sloop laden with grain, for the army; on the 19th I anchored off the Great Sodas, landed a party of the 1st regiment of Royal Scots, and took off six hundred barrels of flour and pork, which had arrived there for their army. I have, &c.

JAMES LUCAS YEO, Commodore.

Copy of a Letter from Commodore Sir James Lucas Yeo, addressed to Admiral Sir John Borlase Warren, Bart. and K. B. and a duplicate of which has been transmitted by the former, to John Wilson Croker, Esq.

SIR, *H. M. S. Wolfe, on Lake Ontario, August* 10, 1813.

I have the honour to inform you, that the enemy's squadron was discovered at anchor off Fort Niagara, on the morning of the 8th inst. consisting of thirteen sail; that of his Majesty at six. They immediately weighed, and stood out in a line of battle; but on our approaching nearly within gun-shot, they fired their broadsides, wore, and stood under their batteries: light airs and calms prevented me closing with them again until this night, when having a fine breeze we stood for them.

At eleven we came within gun-shot of their line of schooners, who opened a heavy fire, their ships keeping off the wind to prevent our closing; at half-past twelve, this ship came within gun-shot of the Pike and Madison, when they immediately bore up, fired their stern chase guns, and made sail for Niagara, leaving two of their schooners astern, which we captured, the Growler and Julia, each mounting one long thirty-two, and one long twelve, and 40 men.

From information obtained from the prisoners, I hear that their new ship, the General Pike, mounts 28 long 24-pounders, and 400 men; and that all their schooners mount from two to four long 32-pounders.

The enemy have disappeared, I, therefore, suppose they are gone to Sacket's harbour to refit.

I am happy to add, that (except in the sails and rigging) his Majesty's squadron have not sustained any injury; and have the honour to be,

Sir, your most obedient Servant,

JAMES LUCAS YEO, Commodore.

The Right Honourable Sir J. B. Warren,
Bart. &c. Halifax.

OCTOBER 26.

Copy of a Letter from Captain Sir Christopher Cole, of H. M. S. the Rippon, addressed to Admiral Lord Keith, K. B. and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD, *H. M. S. Rippon, off Abrevack, October* 21, 1813.

I have great satisfaction in reporting the capture of Le Weser, a French frigate of the large class, mounting 44 guns, and having 340 men, commanded by the captain de vaisseau, Cantzlaat, Chevalier de L'ordre Imperiale de la Reunion, by his Majesty's ship under my command, in company with the Scylla and Royalist brigs.

She left the Texel on the last day of September, and had captured two Swedish vessels in the North Sea, and lost her main and mizen-masts in a gale on the 16th of this month.

Captain Macdonald's letter, which I have the honour to transmit, will acquaint your Lordship with the perseverance with which he has watched this frigate, which he fell in with four days ago, sixty leagues to the west of Ushant, and of a gallant joint attack made by the Scylla and Royalist on the frigate yesterday, in sight of the Rippon, and upon her weather-beam.

The judicious measures taken by Captains Macdonald and Bremer, enabled the latter officer to join me at three o'clock this morning, with intelligence of the enemy's force, whilst the Scylla watched their antagonist; and at daylight, the breeze springing up, gave us an opportunity of closing with the enemy.

About ten, the frigate bore up towards the Rippon, and struck her colours, having exchanged two broadsides with the Scylla, and just as the Rippon and Royalist were within reach.

Being near the French coast, and the prize in a most crippled and unmanageable state, I have deemed it necessary to take on board the greater number of the prisoners, and to tow her into port.

Enclosed are the lists of killed and wounded on board the Scylla and Royalist. The enemy had four killed, and fifteen wounded. I am, &c.

Right Hon. Lord Keith, &c. CHRISTOPHER COLE.

SIR, *H. M. Sloop Scylla, at Sea, October* 21, 1813.

I have the honour to acquaint you, for the information of the Lords

Commissioners of the Admiralty, that, at one A.M. the 18th instant, in longitude 9° 10′ west, and latitude 47° 30′ N. I fell in with a French national frigate, under jury main and mizen-masts, apparently making the best of her way for Brest, and judging it not prudent to attack such superior force, as (in the event of our being crippled) I should not have been able to have kept sight of her, from the severity of the weather, I had the good fortune, on the 20th instant, to meet with his Majesty's sloop Royalist, when Captain Bremer, in the handsomest manner, volunteered to join me in attacking her. At half-past three P.M. we bore up in close order, the Scylla on her quarter, and the Royalist on her bow, and commenced the action nearly at the same time, which continued for an hour and a half, when our sails and rigging being very much cut, and main-mast severely wounded, the Royalist nearly in the same predicament, we hauled off to repair the damages, the weather being very squally, so as to endanger our masts. A man of war appearing to the northward, I ordered the Royalist to apprize her of our situation; at day-light this morning, I observed a large ship to leeward, which proved to be H.M.S. Rippon, and as you, Sir, were an eye-witness of our proceeding this morning, I beg leave to refer to you for the subsequent events.

Any encomium I could bestow on Captain Bremer would, I am convinced, fall very short of his deserts; and I beg leave to return him, his officers, and ship's company, my warmest thanks for the gallant support they afforded us during the action. To the officers and ship's company of this sloop, I shall ever feel indebted for their gallant and persevering conduct in the action, and during the time we kept in sight of the enemy, in the severest weather I almost ever experienced; and beg to recommend Mr. William Speck, senior lieutenant of this sloop, also Mr. Thomas G. Cooper, master's-mate. Captain Bremer speaks in the highest terms of his officers and ship's company.

I am happy to say, that we have only two seamen slightly wounded; the Royalist, I am sorry to add, was not so fortunate, having two killed and nine wounded. Enclosed are the returns of killed and wounded on board the two sloops. I have the honour to be, &c.

C. MACDONALD, Commander.

To Sir Christopher Cole, Bart. Captain
of H.M.S. Rippon, &c.

List of Killed and Wounded of H. M.'s Sloop Scylla, in Action with the Weser French frigate, 21st October, 1813.

Killed—None.

Slightly Wounded.—James Watts, quarter-master's-mate; Peter Rathborne, able seaman.

C. MACDONALD, Commander.
R. M'MANUS, Surgeon.

Return of Killed and Wounded of H. M. Sloop Royalist, in Action with the Weser French Frigate, 21st October, 1813.

Killed.—Joseph Sangter, able seaman; Cornelius Ralt, ordinary seaman.

Severely Wounded.—Mr. W. Wilson, master; Alexander Mason, ordinary seaman; William George, seaman; Henry Kitson, seaman; Peter Read, gunner's-mate.

Slightly Wounded.—Mr. J. Waring, first lieutenant; Robert George, private marine; Andrew Newton, ordinary seaman; Richard-Elliot, boy.

Total—2 killed; 9 wounded.

J. J. GORDON BREMER, Captain.
W. F. CARTER, Surgeon.

NOVEMBER 2.

Copy of a Letter from Admiral Lord Keith, K. B. to John Wilson Croker, Esq. dated on board His Majesty's Ship Sultan, in Cawsand Bay, 30th October, 1813.

SIR,

Captain Tobin, of His Majesty's ship Andromache, arrived here this morning with the French frigate La Trave, of forty-four guns, which he captured on the 23d instant after a short action.

This frigate is the consort of the Weser, taken by the Rippon, Scylla, and Royalist, on the 21st.

I enclose a copy of Captain Tobin's letter, reporting this capture, and am sorry to observe, that his First Lieutenant, Mr. Dickinson, is severely wounded.

I have the honour to be, &c.

KEITH, Admiral.

Andromache, October 25, 1813, *Scilly, N. N. E. Distance* 22 *Leagues.*

MY LORD,

As the day opened on the 23d instant, the Andromache gave chase to a frigate under jury masts in the N.E. quarter; about four P. M. (the Saintes bearing E. by S. fourteen leagues) she opened a fire on us from her stern guns, which was not returned until a position was taken on her weather quarter, when, after a feeble resistance of about fifteen minutes, she struck her colours; indeed, such was the disabled state of her masts previously to our meeting, that any further opposition would have been the extreme of rashness.

She is La Trave, of twenty-eight French eighteen-pounders, and sixteen eighteen-pound carronades; only nine months old, with a crew of three hundred and twenty-one men (nearly all Dutch), one of whom was killed, and her Commander, Jacob Van Maren, Capitaine de Vaisseau, and Member of the Imperial Order of Reunion; the Second Lieutenant, Oxholme, two Midshipmen (one of them since dead), and twenty-four seamen, wounded.

The Andromache has received no injury in her hull, nor aught to mention in her sails or rigging, while I lament to say, that Mr. Thomas Dickinson, the First Lieutenant, is severely wounded, and one seaman slightly.

I have the honour to be, &c.

GEO. TOBIN, Captain.

To Admiral Lord Keith, K. B. &c.

P. S. It seems, that La Trave had two men wounded by an English brig of war on the 19th.

Extract of a Letter from Vice-Admiral Otway to John Wilson Croker, Esq. dated at Leith, the 29th October, 1813.

The Clio has sent in a small Danish cutter privateer, of three guns and twenty-two men, captured on the 22d instant off Hiteroe: had not taken any thing.

Extract of a Letter from the Honourable Captain Percy, of His Majesty's Ship Hotspur, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

H. M. S. Hotspur, at Sea, October 26, 1813.

I beg leave to inform you, that I have this day captured, after a chase of six hours, the American schooner letter of marque Chesapeake, of two hundred and sixty-five tons, five guns, and twenty-nine men, from Nantes.

NOVEMBER 6.

Extract of a Letter from Captain Epworth, of His Majesty's Ship Nymphe, addressed to Admiral Sir John Borlase Warren, and transmitted by the Admiral to John Wilson Croker, Esq.

H. M. S. Nymphe, off Cape Cod, August 15, 1813.

Yesterday the yawl of his Majesty's ship under my command, manned and armed with a carronade, under the direction of Mr. Goullete, Master's Mate, supported by the boats of His Majesty's sloop Curlew, captured, after a chase of eight hours, with little wind, the letter of marque Paragon, a schooner of one hundred and fifty-seven tons, pierced for sixteen guns, (mounting two twelve-pounders and two nine-pounders), with a complement of twenty men.

Extract of a Letter from Captain Oliver, of His Majesty's Ship Valiant, addressed to Admiral Sir John Borlase Warren, and transmitted by the Admiral to John Wilson Croker, Esq.

H. M. S. Ship Valiant, off New London, September 12, 1813.

I beg leave to acquaint you, that I detached the Acasta and Atalante up Long Island Sound on the evening of the 6th, to endeavour to annoy the enemy; they returned yesterday, after having taken and destroyed fifteen sail of small vessels: the greater part of them being without cargoes, were burnt.

Extract of a Letter from Admiral the Right Honourable Sir John Borlase Warren, Bart. and K. B. to John Wilson Croker, Esq. dated at Halifax, September 23, 1813.

I request you will inform my Lords commissioners of the Admiralty, that, previous to the squadron leaving the upper part of the Chesapeake, the troops under Sir Sidney Beckwith were landed at the point, opposite Poplar Island, on the continent; and having put to flight the enemy's force, and disarmed and received the paroles of the militia in that neighbourhood, and destroyed a building-yard, burnt two or three large schooners, intended for the service of the Bay; the troops were re-embarked.

Promotions and Appointments.

Hon. Admiral Curzon, to be commander-in-chief at Jamaica.

Captains, &c. appointed.

Captain W. F. Wise, to the Granicus; Sir George Collier, to the Newcastle; Captain W. Stevens, of the Imogene, to the rank of post captain; Adam Drummond, to the Leviathan; Lord Edward O'Brien, to the Warspite; George Ourry Lempriere, to be flag-captain to Admiral Sawyer, in the Trent H.S. Cork station; Alexander Gordon, to the Chesapeake; Thomas Stamp, to the Pandora; Edmund Palmer, to the Hebrus; G. C. M'Kenzie, to the Creole; R. Elliott, to the Surveillante; John Sheridan, to the Terror bomb; Hon. H. D. Byng, to the Dictator, a post captain, *vice* Hanchett; Lieutenant Scriven, of the Telegraph, to be a commander, and to continue in the command of that vessel, she being rated as a sloop of war; Lieutenant Mason Wright, to the rank of commander; T. R. Ricketts, to the Vengeur; Lieutenants H. Meynell and R. Williams are promoted to the rank of commanders; Gilbert Heathcote, to the Scamander; Gordon Falcon, of the Melpomene, John Smith, of the Beagle, and C. Mather, of the Tweed, are promoted to the rank of post-captains; Charles Sullivan, to the Penelope, armed *en flute*; Lieutenant Lowcay, flag-lieutenant to Sir Robert Calder, to the rank of commander; Robert Rowley, to the Melpomene, *vice* Falcon; Robert Ramsay, to the Regulus; George Elliott, to the Martial; Hon. K. Sommerville, to the Thames; J. B. Curran, to the Regulus; W. R. Bamber, to the Imogene.

Captain Shortland, to be agent for prisoners at Dartmoor.

Lieutenants, &c. appointed.

Charles W. Smith, to the Colossus; Stephen Johns, to the Cadmus; George Hilton, to the Trent; John Hancock, to the Zephyr; Edwin Richards, to the Pactolus; John Waterman, to the Queen; Edward Rowley, to the Centaur; B. Mansell, to the Salvador del Mundo; W. A. Herringham, to the Niobe; W. H. Symons, to the Dauntless; Frederick Boyce, to the Tuscan; James Atkins (1), to the Clarence; John Bulford, to the Astrea; A. Brooking, to the Clarence; James Henderson (1), to the Cydnus; Robert H. Rubidge, to the Sparrow; Poynter Crane, to the Brisk; Richard Yaldwin, to the Bacchus; John M'Caurland, to the York; James Campbell (2), to the Royal Sovereign; James Spinks, to the Volontaire; William Corke, to the Rinaldo; George Wilson, to the Grampus; John Sandys, to the Mercurius; Daniel Gueran, to ditto; Edward F. Weazle, to the Pactolus; Peter Truppo, to the Hope; Benjamin Kingston, to the Warspite; Thomas Greenwood, to the Swinger; Thomas Edward Knight, to the Queen; George Bassan, to the Cornwall; W. —— Morier, to the Pactolus; Charles Corner, to the Sultan; Robert J. Fayrer, to the Andromeda; W. Augustus Thompson, to the Tagus; Robert Hughes (1), to the Rippon; Henry Tucker, to the Ville de Paris; George Thew, to the Britomart; Alph. Henry, to the Raven; John Day, to the Andromeda; Samuel Malbon, to the Puissant; Thomas Whitaker, to the Queen; James Bradley, to the Colossus; Robert M. Cole, to the Barham; J. Sanders, to the Tagus; J. Anderson, to the Latona; J. R. Colman, to the Cydnus; J. Wood, to the Rivoli; Henry Boyes, to be flag-lieutenant to Sir Richard Bickerton; R. Weymouth, to be flag-lieutenant to the Hon. Admiral Hope; W. Hooper, to the Dictator; F. S. Hodgskins, to the Cressy; J. Vignoles, to the Severn; S. Dillon, to the Kent; P. Finucane, to the Grampus; George Bettesworth, to command the Arve Princen P.S ; G. P. Browne and M. Smith, to the Surveillante; N. J. Tulloh, to the Montagu; B. Dalton, to the Urgent; E. Yorrel, to the Racehorse; J. Browne, to the Clinker; G. Sandys, to the Mercurius; Lieutenant Jackson, flag-lieutenant to Admiral George Hope, to be a commander; G. F. Rich and F. Noel, to the rank of commanders; H. Lewis, to the Orontes; T. Weale, to the Pactolus; R. Farr, to the Salamander; —— Thompson, to command the Mullet; Chas. Bostock, to command the Neptune; J. Pearce, to the Phœnix; ——— Ferguson, to the Sealark; James Young, to the Regulus; T. S. Smith, to the Terror bomb; J. C. Heslop, to the Musette; F. H. Rawlinson, to the Imogene; F. Adamson, to the Elk.

Messrs. W. J. Palmer, J. Barnes, T. Pearce, W. Simkin, F. Franks, Thomas Nicholls, and Thomas Kelly, to the rank of lieutenants.

Masters appointed.

Oct. 21, W. John M'Gowan, to the Hebrus; James Burness, to the Terror; John Britton, to the Sultan; Richard Hains, to the Lightning;

P. Roberts, to the Tigris; James Craig, to the Indus; V. Tregear, to the Regulus; James Geary, to the Porcupine; Edward Oliver, to the Bonne Citoyenne; John Evans, to the Chatham; Henry Thompson, to the Cressy; William Dunbar, to the Queen; T. Norfar, to the Echo; D. Lye, to the Warspite; G. Pearth, to the Volontaire; ——— Garrett, to the Thames; T. Jay, to the Saturn; W. Read, to the Comus.

A List of Midshipmen passed for Lieutenants, 3d November.

Sheerness.—Mr. James Stone, of the Dictator; Thomas Rutherford, of the Nymphen; George T. Airey, of the Colossus; Samuel Brokensha, of the Bedford; G. Charles Robertson, of ditto; George Ley, of the Impregnable; Charles Davis, of ditto; Howard Moore, of the Raisonable.

Portsmouth.—Henry Roulstone, of the Porcupine; Daniel O'Connell, of the Satellite; John Steane, of the Rota; Robert Hardy, of the Prince; Alexander Anderson, of the Asia; Daniel Beatty, of the Dannemark; John Oxford, of the Porcupine; Henry Williams, of the Racehorse; William Purvis, of the Montague; Henry Gatfield, of the Madagascar.

Plymouth.—Mr. J. W. Aldridge, of the Rippon; John Figg, of the Magnificent; Angus M'Intosh, of the Ajax; John Golerake, of the Queen Charlotte; H. S. Shannon, of ditto; Francis Brodie, of ditto; William Prowse, of ditto; Edward Dampier, of the Clarence; John Knight, of the Lightning; Richard Mumford, of the Andromache.

Pursers.

William Paine, to the Porcupine; —— Windsor, to the Regulus; P. Jay, to the Lightning; W. Moore, to the Freya; J. W. Field, to the Colombine; J. Paul, to the Thyne; R. G. Fabian, to the Terror; J. W. Breay, to the Martial.

Chaplain.

Rev. E. Prince, to the Medway.

Surgeons.

Dr. Dickson, physician, to superintend the sick of the Russian fleet.

John Anderson, to the Scamander; Thomas Miller, to the Thames; James Brown, to the Terror bomb; Robert Greer, to the Achille; William Huey, to the Circe; J. S. Swift, to the Sampson; William Edmunds, to the Sussex H.S.; D. Wyse, to the Cadmus; William Clifford, to the Regulus; Samuel Sinclair, to the Colossus; Robert Cooper, to the Penelope; A. T. Williams, to the San Juan; John Inches, to the Russian fleet; John Lawson, to the Columbia; Andrew Lowry, to the Sapphire; Douglas Kirk, to the Ceylon; William Huey, to the Leveret; Robert Smyth, to the St. Damaso; James Pollock, to the Bermuda; John Marpot, to the Russian fleet; Thomas Wallington, to the Elk; Jame- Brown, to the Harrier; Garden Milne, to the Harlequin; William Williams son, to the Latona; R. P. Hillyar, to the Ganges P.S.; J. E. Risk, to the Saturn.

Assistant-Surgeons.

Martin Jordan, to the Hebrus; John Dobie, to the Montagu; John Love, to the Orontes; James Forrester, to the Bedford; Andrew Macansh, to the Monmouth; J. M'Girvan, to the Dictator, W. E. Courtis, to the Alban schooner; William Rogers, to the Gladiator; P. De la Porre, to the Prince; Charles Sherratt, to the Sultan; James Boyle, to the Hydra; Caleb Emmerson, to the Telegraph; John Cameron, supernumerary to the

East Indies; Robert Armstrong, to the Queen: Robert Morrison, to the Pegase P.H.S.; J. H. M'Manus, to the Melpomene; Charles Ramsay, to the Princess Carolina; Peter Burke, to the Venero Russian convalescent ship: James Irwine, to the Egmont: James M'Kerrow, to the Swinger; Joseph Stilton, to be hospital mate at Malta; R. Marshall (2), to the Indus.

BIRTHS.

On the 5th November, at the Royal Naval College, at Portsmouth, the lady of Captain Gifford, governor of that institution, of a son.

Lately, at Guernsey, the lady of Captain Pipon, of H.M.S. Tagus, of a son and heir.

MARRIAGES.

Lately, Captain Clement Sneyd, R.N. to Ellen, third daughter of Robert Swetenham, Esq. of Somerford Booths, near Congleton.

Lately, at Densington, Paul Shoredike, Esq. of Burton Crescent, to Sarah Elizabeth, daughter of Mrs. Cleveland, of York-place, and niece to Vice-admiral Crown, commanding the Russian fleet in the Downs.

Lately, at St. Bridget's church, Dublin, by the Rev. Richard Drury, Lieutenant R. B. Mathews, R.N. to Elizabeth, third daughter of the late John Jager, Esq. of the city of Canterbury.

Lately, at Clewer church, by the Bishop of Salisbury, the Rev. Mr. Plumley, rector of New Windsor, to Miss Bucknor, daughter of Admiral Bucknor.

On the 7th of October, the Rev. John Coles, rector of Silchister, Hants, to Matainna, eldest daughter and coheiress of Captain Rogers, R.N.

On the 11th of October, at Houghton, near Denham, Captain Rawes, of the Hon. E. I. C. ship Juliana, to Harriet, fourth daughter of Joseph Cantwell, Esq. of Oxford-street.

At Queen-square chapel, Bath, on the 11th of October, William Henry Byam, Esq. Captain R.N. to Alicia, sister of Captain Wyke, of Bath.

On the 27th of October, the Right Hon. Lord Henry Paulett, rear-adm. of the blue, one of the lords commissioners of the Admiralty, and brother to the Marquis of Winchester, to Miss Maria Ravenscroft, youngest daughter of E. Ravenscroft, Esq. of Portland-place.

On the 27th of October last, at St. Alphage church, by the Rev. Mr. Wilkinson, William Padurck, jun. Esq. of Warblington-house, Hants, to Grace, eldest daughter of the late William Taylor, Esq. of Maize-hill Greenwich, and niece of Admiral Taylor.

On the 7th of November, at Plymouth, Lieutenant J. F. Warren, of H.M.S. Bienfaisant, to Miss Stiles, daughter of Lieutenant Stiles, of the Braave, prison ship.

On the 9th of November, Captain J. Fellowes, R.N. to Catherine Mary, eldest daughter of the late, and sister to the present, Sir Wm. Abdy.

On the 13th of November, at Hampton, by the Rev. Dr. Magan, Frank Frank, Esq. of Kirklington hall, county of Nottingham, rear-admiral of the blue, to Miss Braddyll, eldest daughter of Wilson Braddyll, of Connhead priory, county of Lancaster, Esq.

DEATHS.

Lieutenant Hext, of H.M.S. Marlborough, in the river Potomack, July 23, 1813. The British squadron having sailed up the Chesapeake, and into the river Potomack, as far as was practicable for ships of the line, the frigates proceeded farther up, to attack the American frigate Adams; but finding her removed to a place of safety, were on their return, when, on July 19th, a schooner was discovered lying in a narrow creek, and it was determined to attempt to destroy her. Lieutenant Hext immediately volunteered his services, and the boats were put under his command. On entering the creek, they were opposed by a number of troops; and Mr. Hext, cheering and animating his men, ran forward himself to fire the carronade at the enemy; when he received a musket-shot in the breast, and expired without a struggle. He is regretted by all who knew him. The American vessel was destroyed.

Lately, at Gosport, at an advanced age, Mrs. Bache, wife of Captain Bache, late store-keeper at Priddy's yard.

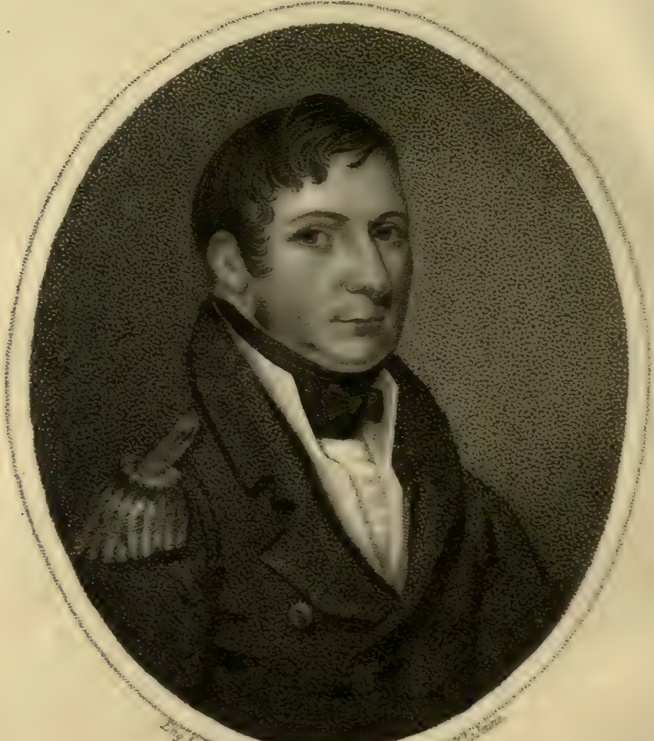
In September, on his passage from the Chesapeake to Halifax, Captain Pattison, of H.M.S. Fox. His activity during the time of the employment of the expedition on the coast, has been very great, and contributed to bring on that sickness which terminated so fatally.

On the 28th of October, on South Sea common, in a decline, Mrs. M'Coy, wife of Mr. M'Coy, purser of H.M.S. Rainbow.

On the 29th of October, Mr. John White, late secretary to Admiral Bedford. He was drowned, on the evening of that day, by the upsetting of the boat going from Deal to H.M.S. Impregnable.

On the 10th November, at his apartment in Greenwich hospital, Henry Jenkins, Esq. captain in the R.N. and one of the officers of that institution. He was a brave man, a sincere friend, and an ornament to society, and, for his many excellent qualities, his memory will long be cherished by his numerous friends.

November 17, at Edinburgh, in the 76th year of his age, Sir William George Fairfax, Knt. vice-admiral of the red, and one of the oldest officers in the navy. Sir William went to sea about the year 1751, and served very constantly in every war from that time to the Peace of Amiens, having borne his Majesty's commission upwards of sixty years. His skill, ardour, and zeal in his profession, were conspicuous on all occasions. He commanded the Venerable in the memorable battle of Camperdown, on the 11th of October 1797, and was the bearer of Lord Duncan's despatches, with the account of the victory gained over the Dutch fleet, which bore ample testimony to the merit of his captain. Upon this event he was honoured with knighthood, and soon after was appointed colonel of marines; a commission which he enjoyed only a short time, having been quickly promoted to the rank of admiral. No feature in his public character was more eminent than a strong sense of duty, the conscientious discharge of which was the most ardent wish of his heart—with him it was deemed far paramount to every other consideration. Above courting popularity, his kind attention to the comforts of those who depended upon him, and his active zeal in advancing the interests of those who were placed under him, rendered him beloved and respected in the honourable service to which he belonged. In private life, the generosity of his sentiments, the goodness of his heart, and the affability of his manners, endeared Sir William Fairfax to every one who enjoyed his society.—Deeply regretted, he died with the same pious resignation which distinguished him in all the trials of his life, in the full possession of his faculties, and at a mature age, leaving a name that will long be held in remembrance.—See a Portrait and Memoir of this brave Officer in our Vth. Volume, p. 465, &c.



Eng'd by Blood, from an original picture by [illegible]

LIEUT. WILLIAM ELLETSON KING, R.N.

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BIOGRAPHICAL MEMOIR

OF

LIEUT. WILLIAM ELLETSON KING, R.N.

> "In intercourse, be gentle, generous, just,
> By wisdom polish'd, and of manners fair;
> But, on the sea, be terrible, untam'd,
> Unconquerable still; let none escape,
> Who shall but aim to touch your glory there." THOMSON.

THE officer, whose professional life we are now about to trace, was born at Portsmouth, in the year 1776, and is the third son* of Matthew King, Esq. the present transport storekeeper at that port. His grandfather, Captain Matthew King, died in the East Indies, about the 7th June, 1749, whilst in the command of the Syren frigate. His maternal uncle, Captain Peter Blake (son of the late Thomas Blake, Esq. formerly of Portsea) perished at sea, with all the crew, on his return from America, in the L'Epreuve brig of war, at the commencement of the present reign. Captain William Elletson, his godfather, appears on the Admiralty list as a superannuated commander, whose promotion to the rank of lieutenant was on the 20th of August, 1759, and to commander, the 15th of August, 1803.

The subject of our memoir being designed for a sea-life, was sent, in the spring of the year 1788, to the Naval Academy at Chelsea, supposed, at that period, to have been one of the best institutions for a maritime education. The novelty of having a ship built on the play-ground of this seminary, completely rigged, with sails bent, and of capacity sufficient to admit of twenty-four of the young gentlemen going aloft at one time, attracted general notice, and formed a strong inducement for parents to send their sons thither for naval instruction. This ship moved round on swivels, which enabled her to represent the evolutions of tacking or wearing. She was under the care of an old naval lieutenant, and a superannuated boatswain, and was named the Cumberland, out of compliment to his late Royal Highness the admiral. This establishment also possessed an observatory, a rope-house, and a battery of two six-pounders.

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* He has a brother, who is now purser of the Medusa frigate, and two others, devoted to the fine arts; the name of one of whom, Mr. M. P. King, is well known to the public by the celebrity of his musical compositions.

With the advantage of the nautical study afforded by the academy alluded to, Mr. King made his entrance into the navy. About the middle of the year 1789, he was entered on the books of the Goliath, one of the guardships at Portsmouth, in the nominal capacity of lieutenant's servant. During the Spanish armament, we find our young officer a midshipman of his Majesty's late ship Dover, of 44 guns on two decks, fitted for the reception of troops and commanded by Lieutenant John Drummond.

The Dover sailed from Cork in the autumn of 1790, in company with the Sheerness and Chichester, having troops for the West Indies. On their return to England in the spring of the ensuing year, they were paid off at Portsmouth, and their crews drafted on board the ships at Spithead, composing what was called the Russian armament, of thirty-six sail of the line, under the command of Lord Hood.* By this event, Mr. King was removed into the Saturn, commanded by the late Admiral (then Captain) Linzee. In this ship, however, he served but a few days; being, at the recommendation of his patron, the late Admiral Lord Shuldham,† removed to the Illustrious in the same fleet, and of which the present Admiral Sir Charles Morice Pole‡ was, at that time, captain.

The differences between the courts of London and St. Petersburgh having terminated amicably, the armament, of course, was dismantled and paid off. As the Illustrious was not included in the number of the guardships intended to be stationed in the different ports, Mr. King was, by Captain Pole, recommended to the notice of Captain Joseph Ellison,§ commanding the Druid frigate on the channel service; but that ship being soon after paid off, and immediately re-commissioned, and no vacancy occurring to give Mr. King his former rating, he was under the necessity of quitting the service for a short time.

In the summer of 1792, at the instance of his patron, we find Mr. King serving on board his Majesty's late brig Trimmer, then under the command of Captain (now Admiral) Fayerman, which was employed in cruising off the Welsh coast, and, occasionally, that of Ireland. At the commencement of the late war, the Trimmer was ordered on the Jersey station, where she was fortunate in the capture of some privateers. On her return, soon after, to Spithead, Captain Fayerman was promoted; and, the brig requiring great repairs, the whole of her petty officers and crew were drafted on board the late Courageux, commanded by the Hon. William Waldegrave, now Admiral Lord Radstock,* which ship was then fitting for the Mediterranean service,† under the orders of Lord Hood. To Captain Waldegrave Mr. King received a strong recommendation from Lord Shuldham.

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* An account of the professional services of Lord Hood will be found in Vol. II. and his portrait in Vol. XI. p. 400.

† See N. C. Vol. XXIV. ‡ See N. C. Vol. XXI. § See N. C. Vol. XIX.

About the latter end of September, 1793, the Courageux sailed from Toulon for the Island of Corsica, to join the squadron under the orders of Commodore Linzee: consisting of the Alcide, Ardent, Courageux, and Lowestoffe frigate. On the 1st of October, these ships commenced an attack on the town and forts of St. Fiorenzo, but without success. After nearly four hours cannonading, the squadron was obliged to retreat, leaving behind them their anchors, and were towed into Martello Bay. The loss sustained in this affair, was about twelve killed, and thirty wounded. Lieutenant Ludlow Shiells, first of the Courageux, was killed in the act of cutting out a red-hot shot from among the gang-way hammocks. The Ardent and Courageux suffered considerably in their masts and rigging, and the latter ship was set on fire four times during the action by red-hot shot; the fire, however, was, each time, extinguished by the great exertions of the officers and crew.

After this affair, the Courageux was ordered to Toulon, to get her damages repaired; when, in the act of hauling round Cape Corse, Captain Matthews discovered an enemy's tower, which he resolved to attack, as well as several small vessels that were under its protection. The ship was no sooner brought to an anchor with springs on her cable for that purpose, than, from some cause or other, she was perceived to be on a reef of rocks, and struck so hard as to occasion the greatest anxiety for her safety, making at the rate of six feet water in the hour. The ship having, at length, been extricated from this perilous situation, a party was landed, who destroyed the tower, and took possession of the vessels, one of which was an enemy's privateer. The Courageux arrived a few days after in Toulon Roads; and, from the great damage that she had received, it was judged necessary to have her hove down in the basin. The French method of performing this operation has been recorded by Mr. King, in Vol. VIII. of our Chronicle, p. 307.

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* See N. C. Vol. X.

† The Courageux was one of the squadron that first entered the port of Toulon; (*See* Vol II.) and the Hon. Captain Waldegrave was selected as the officer to be sent with the despatches to England, announcing the important intelligence of the surrender of that place, the late Captain James Matthews being appointed to command the Courageux *pro tempore.*

While he was in the Courageux, Mr. King was occasionally employed, in turn, with a division of seamen at the batteries; and, when his leisure afforded him an opportunity, he was engaged with the pencil, in making sketches of the different parts of the Dock-yard, to which amusement he was then much attached.

On the 19th of December, the evacuation of Toulon* took place. Although the repairs of the Courageux had been completed by the shipwrights, her equipment was, by no means, in a state fit for sea. So pressing, however, was the necessity for getting her into the Roads, that she was warped out of the basin without having any rudder shipped, and some sail was actually set on the ship with a view to facilitate her progress. By the exertions of Captain Matthews, the officers, and a great part of the crew, the rudder was brought out, slung alongside the launch and other boats; and, being shipped, the Courageux was put somewhat in a state for sea, although she had no powder on board, and scarcely any stores. During this service, a shell fell close to the party in the Dock-yard without exploding. Mr. King was employed in one of the boats during the embarkation of the troops and refugees, and was very near one of the powder-ships that blew up.

It is not intended to follow up in detail the minor services on which the Courageux was employed, and which can have no reference to the officer with whose memoirs we are now occupied. Mr. King, however, appears to have been serving on board that ship in the action of the 14th March, 1795, with the French fleet, which was defeated with the loss of two sail of the line, by the late Admiral Lord Hotham, and for which victory the thanks of both Houses of Parliament were voted. In this engagement, the Courageux and Illustrious suffered very considerably, both ships having lost their main and mizen masts, and the former having fifty killed and wounded.

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* Our readers are referred to various interesting documents inserted in Vol. II. page 102, under the head TOULON PAPERS.

The French ships which struck were, the Ca Ira, of 80, and the Censeur, of 74 guns, and these had been chiefly opposed to the two ships just mentioned. Lord Hotham, in his official despatch, said—"Our van ships suffered so much by this attack, particularly the Illustrious and Courageux, that it became impossible for any thing further to be effected." The Courageux, commanded at that time by the late Captain Augustus Montgomery, having been taken in tow by the Inconstant frigate, soon after arrived in safety at Leghorn; but, in appearance, very little more than a perfect wreck. The Illustrious experienced a reverse of fortune; for, in attempting to gain the port of Especcia, on the coast of Genoa, she was unhappily wrecked. It is not a little remarkable, that these two ships, with the French prizes, were, within the space of twenty-two months, erased from the list of the navy, from causes incidental to the service. The Courageux, having been masted, repaired, and fitted, at Leghorn, sailed to join the fleet.

Mr. King was also on board the Courageux in the affair with the French fleet on the 23d of July, in the same year; when she had the misfortune to split her main-top-sail: a circumstance which prevented the gallant officer who commanded her (the present Rear-admiral Hallowell) from enjoying that honour for which he so devoutly wished.

About the beginning of the year 1796, on the arrival of the Hon. Vice-admiral Waldegrave, in the Barfleur, at St. Fiorenzo, to join the fleet under Sir John Jervis, K.B. (now Earl of St. Vincent)* Mr. King was honoured with the notice of that officer, and permitted to join his ship; a favour which he most gratefully accepted. He was accordingly removed from the Courageux, in which he had served upwards of two years and a half under the command of five different captains.

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* See N. C. Vol. IV.

In the Barfleur, Mr. King served with the same admiral at the ever-memorable defeat of the Spanish fleet by Sir John Jervis, on the 14th of February, 1797; * in the transactions of which day, this ship bore a very respectable part. On the arrival of the fleet with the Spanish prizes in Lagos Bay, Mr. King had the good fortune to be promoted by the commander-in-chief (we believe, through the kind offices of Admiral Waldegrave) to the situation of fourth lieutenant of the San Josef, having previously passed the ordeal of examination for that purpose. This appointment, although dated the 19th of February, was not confirmed by the Admiralty till the 22d of March, 1797. He, however, some little time after, took rank as the second lieutenant of that ship.

The fleet under Lord St. Vincent, having arrived at Lisbon with the four Spanish prizes, they were immediately put into a state of fitness for proceeding to England; but they did not quit the Tagus till the month of November. The great length of time these prizes remained at that anchorage, induced people of all ranks to visit them from curiosity, as fine monuments of naval victory, and exhibiting most dreadful effects of English gunnery.

The Spanish prizes being paid off at Plymouth, about the month of December, Lieutenant King was appointed to La Legere sloop of war, which he commissioned for the command of the present Captain Joshua Rowley Watson: and, by his seniority, he became the first lieutenant. In this ship, however, he remained very few days being unexpectedly superseded. On more minute examination of the commission, it appeared to have been made out for William King, the fourth, instead of the third, although the letter for that appointment was addressed to the San Josef. It seems, however, that Lieutenant King, in his servitude, had neglected to use the middle name of Elletson, either for the sake of brevity, from mistake of his original entry in the service, or from some other cause with which we are not acquainted. He, therefore, represented the circumstance to the Admiralty, and their lordships were pleased to allow the additional name to be made use of. We mention this inadvertence, though apparently trivial, because very awkward circumstances sometimes occur to officers and others, occasioned by such omissions.

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* See N. C. Vol. IV.

In the beginning of 1798, we find Lieutenant King serving on board his Majesty's late ship Sheerness, under the command of the late Captain James Cornwallis, who was appointed commodore with a broad pendant for the African station. This ship, of which Mr. King was the second lieutenant, sailed from Spithead, in company with the Pearl frigate, in the month of March. These, with the Serpent sloop, which had orders to join the commodore on that station, composed the whole of the squadron. Before we proceed any farther, it will be proper to state, that, in the case of promotion, there is a privilege existing, from time immemorial, which is not enjoyed on any other station than that of the coast of Africa: it is that of the next officer giving himself the rank of his superior in the event of his decease; and which self-appointments have ever been held good by the Admiralty. Captain Tripp, on the death of Commodore Edward Thompson (of poetical memory),* in June 1786, gave himself the rank of post captain; and we believe that no other death-vacancy took place between this and that of Commodore Cornwallis, who died of a fever, July 31, 1798; when Lieutenant William Hanwell, who succeeded him in the command of the Sheerness, gained two gradations of rank, which, on his arrival in England, was confirmed by the Lords of the Admiralty (Lieutenant King, of course, became first lieutenant). We know of no other living instance of such a fortunate advancement in the navy. The present Naval Instructions,† established by his Majesty's order in council, dated January 25, 1806, appears to abrogate this regulation so far as concerns post rank.

The Serpent sloop never joined the commodore, or Captain Hanwell, on the African station; and her senior lieutenant, Thomas Roberts, availing himself of the death of his captain, (Buckoll) appointed himself to the command, although on the station at the time. The Pearl frigate had been detached altogether before the death of the commodore.

The Sheerness, having visited all the different settlements on the coast, at length sailed with a convoy from Jamaica, about the close of the year 1798; and, having brought home a quantity of gold-dust on the African Company's account, was paid off at Sheerness in the ensuing spring; having lost several men in that unhealthy climate during the rainy season.

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* See N. C. Vol. VI. and VIII. See also JONES's *Biographia Dramatica* (1812), Vol. I. art. THOMPSON, EDWARD.

† Sect. VI. ch. 2. art. viii.

Soon after the Sheerness had been paid off, Lieutenant King observed that the self-appointment of Lieutenant Roberts had not been confirmed by the Admiralty. On this subject, therefore, he, without delay, sent a memorial to their lordships, together with a letter to Earl Spencer, which have been given entire in N. C. Vol. VI. p. 199-201. From the memorial we shall here introduce an extract:—

"That your Memorialist conceives the practice of the service to be, That where his Majesty's ships or vessels are singly on the coast, whenever a commander dies, the next officer in seniority succeeds by his own appointment, and is, in that case, invariably confirmed; but, where there are more ships or vessels, the commodore has the power of appointing whatever successor he thinks proper.

"That your Memorialist humbly conceives, with all deference to your lordships' opinion, that immediately on a commander-in-chief arriving on his station, all ships and vessels on that station are virtually under his command, that all vacancies are at his disposal, and that he would enjoy his share of any prize captured by such ships or vessels, although they had not joined company; and in this presumption your Memorialist thinks he is justified, by the self-appointment of Lieutenant Thomas Roberts not having received your lordships' confirmation.

"That your Memorialist begs permission to state, that had the Sheerness fortunately joined the Serpent previous to the death of Commodore Cornwallis, Lieutenant William Hanwell would have been appointed to the command of the latter; and, had they then separated, and the Serpent gone off the coast, your Memorialist then, as senior lieutenant, would, on the death of Commodore Cornwallis, have enjoyed the advantages which Lieutenant William Hanwell has done, and become post captain.

"That your Memorialist, under these considerations, therefore, most humbly prays, that your lordships will be pleased to take his case into consideration; and that, as it evidently appears, the casualty of the Serpent's not having joined the Sheerness has alone prevented your Memorialist from holding the appointment even of post captain, according to the established custom of the service, and trusting that the same considerations which induce a confirmation of all regular appointments on that coast will operate in his favour, as the chance of perferment to men destitute of interest is so casual, that, under these circumstances, your Memorialist hopes your lordships will not think him presumptuous in submitting, with all respect, the claim which the regulations of the service, he conceives, entitles him to, of succeeding to the rank of master and commander.

In his letter to Earl Spencer, on the same subject, Lieutenant King thus expressed himself :—

"I trust the claim I presume to make is not unfounded ; but though fully satisfied of their lordships' just decision on its merits, yet the anxiety and timidity with which your lordship will readily conceive I must feel in a business so important as this is to me, makes me desirous of having my case supported by the weight of your lordship's opinion and influence.

" As, by the non-confirmation of Lieutenant Thomas Roberts, it appears to me that his self-appointment was not held good by their lordships, because the Serpent was absolutely under the command of Commodore Cornwallis at the time, it follows, that virtually the commodore's intended appointment was that which had a claim ; and, as two vacancies absolutely occurred, had the ships joined I should have filled one.

The memorial and letter were replied to by Earl Spencer through the medium of his secretary, stating, that the claim could not be allowed, as it would be contrary to the rules of the service.

A few weeks after the Sheerness was paid off, we find Lieutenant King serving on board the Ardent, of 64 guns, commanded by Captain (now Rear-admiral Sir Thomas) Bertie ; which ship composed one of the North Sea fleet, and was occasionally employed in the blockade of the Texel squadron, until the expedition to Holland took place. With that expedition, the Ardent, having been placed under the orders of Vice-admiral Mitchell, proceeded ; and a landing of the troops was made good on the 27th of August, 1799 ; Lieutenant King commanding one of the flat boats employed on that service. On the 30th, the whole of the Dutch fleet near the Vlieter surrendered to Admiral Mitchell ; but, on the 18th of October, Holland was evacuated by the British forces. The Ardent afterwards formed one of the squadron which, under the late Admiral Sir Archibald Dickson, was sent to Denmark, and, taking a position for bombarding the capital, had the effect, aided by the address of Lord Whitworth, of adjusting, for that time, our differences with the court of Copenhagen.

On the 28th February, 1801, Sir Hyde Parker's flag was hoisted on board the Ardent in Yarmouth Roads, until the arrival of the London ; during which time, Lieutenant King, on account of his knowledge of signals, was appointed to superintend that department.

The Ardent soon after formed one of the squadron under the orders of Lord Nelson at the battle off Copenhagen, in which her commander particularly distinguished himself. Lieutenant King, as the 3d lieutenant, had the command, on that day, of the Ardent's main-deck; the force of which consisted of 28 forty-two pounder carronades, nearly the whole of which were disabled at the close of the action. On this occasion, no less than 2,690 shot, of different descriptions, were fired from the Ardent, which was very severely damaged, and had 93 men killed and wounded.

Lieutenant King, after the Ardent had ceased firing, was sent in the launch, by his captain's direction, to the assistance of the Danish commodore's ship, then on fire, with orders to save as many of her crew as possible. On his approach to that ship, the flames had made such progress, as to render it nearly impossible to get alongside; notwithstanding which, however, he had the good fortune to save twenty-three of her crew.

Lieutenant King had, also, the satisfaction of repeating the expression of thanks given by the Danish captain to Captain Bertie, for his attention and humanity, which was audibly delivered by him from the stern gallery of his ship during the awful calamity which then prevailed; and he concluded with observing, that he should make a point of acquainting his prince with the generous assistance that he had received. Soon after, however, that unfortunate ship blew up, with 200 persons on board. Lieutenant King had, likewise, the pleasure of bringing on board the Danish commander of the Jutland, of 60 guns, with his sword, to be surrendered to Captain Bertie; being one of the four ships which struck to the Ardent on that memorable occasion. The day after the action, Lord Nelson came on board the Ardent, and honoured the captain, officers, and crew, with his thanks; which compliment was highly cheered.

On account of the disabled state of the Ardent, Captain Bertie was removed to the command of the Bellona; previous to which he had offered Lieutenant King a vacancy in his ship whenever one should occur. The Ardent, then under the command of Captain

George M'Kinley, proceeding for England, no doubt prevented Lieutenant King's sailing with Captain Bertie.

We have but little to record of Lieutenant King during the interval between the battle of Copenhagen, and the preliminary treaty of peace, in October, 1801. We find him employed, in that winter, as the commanding officer of his Majesty's ship Plantagenet, then lately launched from the stocks at Woolwich; being sent from the Ardent with some officers and seamen from the ships at the Nore, for the purpose of taking her round to Plymouth to be laid up in ordinary.

That service having been completed, Lieutenant King, the officers and seamen, returned to their respective ships, which were immediately paid off on the arrival of the definitive treaty of peace; at which time, Captain William Nowell commanded the Ardent, and Lieutenant King had served in her three years.

During the short interval of peace, Lieutenant King was not employed. On the commencement of the present hostilities, in May 1803, Lieutenant King received a commission, appointing him to his Majesty's late ship the Venerable, under the command of Captain J. C. Searle,* then in Torbay, as one of the Channel fleet, under the orders of the Hon. William Cornwallis.†

On the Right Hon. Lord Keith's hoisting his flag as commander-in-chief in the North Sea, Captain Searle quitted the Venerable for the purpose of being his lordship's captain, and was, in consequence, superseded by Captain George Reynolds. On this occasion, the Venerable became the flag-ship of the late Lord Collingwood,‡ and was employed in the in-shore squadron off Brest, for several months; during a part of which time, Lieutenant King was appointed signal-officer, and was honoured with many marks of attention from that gallant admiral.

The Dreadnought having been fitted for the flag of Rear-admiral Collingwood, Captain Reynolds was appointed to the command of that ship, and was superseded in the Venerable by the late Captain Barrington Dacres,§ in which ship Sir Thomas Graves's‖ flag was for a short time flying.

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* The present chairman of the Victualling Board.

† See N. C. Vol. VII.

‡ See N. C. Vol. XV.

§ This officer and Lieutenant King were midshipmen together in the Barfleur, and in the same watch.

‖ See N. C. Vol. VIII.

Towards the close of the summer of 1804, the Venerable became a private ship, and was commanded by Captain (the present Vice-admiral) Hunter,* and employed as one of the Channel fleet.

On the evening of the 24th of November, 1804, the Venerable was unfortunately lost on the rocks of Paington Cliff, in Torbay.

In the afternoon of that day the signal was made for the fleet to weigh. In the act of cutting the anchor, a man was observed to fall overboard. It was now dark; but a boat was lowered down, which, by some accident, occasioned the loss of a midshipman and one seaman, although the man was recovered. The Venerable, from her sails being occasionally kept aback, and filled at intervals to clear other ships, and from the picking up of the boat, became somewhat embayed; and the weather, at that time, being exceedingly thick, prevented the shore from being seen, although the soundings gave no indication of danger.

Without entering too much into particulars, † it will be necessary to observe, that the ship struck on the rocks about 8 o'clock on that evening, and soon after bilged from the violent shocks that she had received. The masts were immediately cut away, and signals of distress made, by firing all the guns that were serviceable; which had the good effect of causing the Impetueux and Goliath to put back to give relief. Their boats were immediately sent, and the crew were ordered to quit the wreck, and consult their safety as well as they could. The presence of mind displayed in the conduct of Captain Hunter exceeded all praise.

About midnight the wind had increased to a perfect gale, right in the bay, which occasioned a tremendous surf to break between the wreck and the shore, although the distance could have been no more than 30 yards. A line was flung on shore, and taken hold of by some people who were there; but, most unfortunately, those men who endeavoured to save themselves that way, were drowned in the attempt.

This was a very awful period to the Captain, officers, and men, who remained on the wreck; for all hopes of safety were nearly exhausted; the weather, at that juncture, making it very improbable that the boats could any longer approach the wreck with a prospect of success. The forepart of the ship was under water, and every moment threatened her total destruction. Boats were now observed coming to their assistance with great and necessary caution. The captain, officers, and a few men, amounting in all to about 20, who had remained on the wreck from a religious sense of duty, availed themselves of this opportunity of quitting it. But it became then a subject of deliberation, which should go first; at length the officers persuaded their worthy captain to take the lead, and to save his life; and he was immediately followed by them from knotted ropes over the stern and quarters, leaving behind them (lamentable to relate!) five or six seamen, who, in an intoxicated state, forfeited their lives through their improper conduct.

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* Late captain general of New South Wales. See N. C. Vol. VI.

† See an account of the loss of the Venerable, Vol. XII. p. 472.

On the captain and officers getting on board the Impetueux, (which was the nearest of the two ships), daylight appeared, and nothing of the wreck was to be seen; for she had entirely gone to pieces.

It is impossible to bestow too much praise on the conduct of Rear-admiral Thomas B. Martin, then captain of the Impetueux, or on that of Sir Charles Brisbane, then of the Goliath, for their activity in the assistance they gave: without which, all who were rescued must have perished.

By the unfortunate event of the wreck of the Venerable, the captain, officers, and crew, lost their clothes, books, charts, instruments of navigation, &c. Some few articles were, indeed, picked up along the shore among the wreck, but in such a damaged state as to be nearly unfit for use.

The officers, soon after, presented a petition to the lords of the Admiralty, praying a remuneration for the loss of their property. This, however, could not be acceded to; it seemed that either a want of precedent, or no regulation existing on that subject, prevented their lordships from complying with the request.

The Impetueux and Goliath having arrived at Plymouth with the officers and men of the Venerable, a court martial was assembled there, to enquire into the loss of that ship. Of this court the late Vice-admiral Lord Collingwood sat as president; and, after a mature deliberation, the court came to the resolution of pronouncing a sentence of acquittal on the captain, officers, and crew.

Thus was lost to his Majesty's service the ship which bore the flag of the late Lord Duncan, in the memorable battle off Camperdown; and of which the late Lord Collingwood said, "the Venerable will do any thing. She is one of the most compact seventy-fours in the navy; and I would sooner hoist my flag on board her, than any two-decked ship in the service."

At Lieutenant King's request, their Lordships of the Admiralty were pleased to appoint him to the Crescent frigate, then commanded by Captain Lord William Stuart, which ship he joined in the situation of first lieutenant. This event occurred some little time after the commencement of the Spanish war, and the step was recommended to Lieutenant King by Admiral Collingwood, who observed, that it was a much better situation than being with him, although there should be always on board his ship a vacancy at Mr. King's service. In the Crescent Lieutenant King had served about two months, when he was removed to the Cerberus frigate,* on the Guernsey station, bearing the flag of Rear-admiral Sir James Saumarez, K.B.† commander-in-chief, as the first lieutenant. He did not, however, remain more than six months on board that ship; for he quitted her on her being ordered to the West Indies; a climate which, at that period, would have proved fatal to his health.

His next appointment was to the Saturn, Captain Lord Amelius Beauclerk, as second lieutenant; but as it was his wish always, from his seniority, to endeavour to become the first lieutenant, his Lordship politely acceded to Lieutenant King's removal. In the ensuing autumn, we find him commanding officer of the Nightingale, a new brig fitting at Sheerness, to which Captain Wilkinson was appointed; but before he had joined her, he was removed to the Raven, a much finer brig, fitting at Chatham, under the command of Captain Thomas Browne.‡ This brig soon after sailed, and formed a part of the squadron under the orders of Sir John Borlase Warren, K.B.§ which was on the look-out for the French squadron, under Admiral Linois.‖ No opportunity occurred, during the time of Lieutenant King's remaining in the Raven, for him to distinguish himself by any act of service, although occasionally employed in boats; if we except his having cut out some vessels from within hail of the enemy's batteries, in the Roads of Palma, in the Canary Islands. On the Raven's return to Spithead in the summer of 1806, Lieutenant King received the following letter from his friend Lord Collingwood, to whom he had written respecting his present situation:—

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* To make room for a follower of Lord William's.

† Commanded by the late Captain William Selby. For a portrait and memoir of Admiral Saumarez, see N.C. Vol. VI.

‡ Present captain of La Loire.

§ See N.C. Vol. III.

‖ Which that Admiral soon after captured.

"DEAR SIR, "*Queen, off the Streights, Feb. 24th,* 1806.

"I did not receive the favour of your letter until the Pompée arrived here about a fortnight since, or would sooner have thanked you for your kind congratulations and good wishes towards me; for which I am very much obliged to you.

"I hear, with great concern, you are obliged to go on shore for the recovery of your health. I trust, a little relief from the anxieties of a sea-life, and some of those comforts which you so well know how to select, on shore, will be the means of re-establishing your health, and enable you to try fortune again, and that she will be favourable to your views.

"I have had the good fortune to get C*** promoted; but my endeavours to serve those who have attached themselves to me have stopped; for I have not yet been able to get Mr. * * * * made, and have a great many others looking up to me with very little hope; so that I am afraid your being here would not be so advantageous a situation as what I could wish you to be in.

"With my best wishes for your health and success, believe me to remain, dear Sir, your faithful humble servant,

Collingwood

Lieutenant King, at Matthew
King's, Esq. Portsmouth.

In the autumn of 1806, we find Lieutenant King appointed to the command of his Majesty's late gun-brig the Centinel, through the favour of Admiral Sir Charles Morice Pole, Bart. then one of the Lords of the Admiralty. The Centinel was employed on the Harwich station, occasionally cruising between that port and the Gulloper Sand for the protection of the trade. On Lord Keith's*

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* See N.C. Vol. X.

striking his flag, the Centinel was ordered to the Nore, and placed under the command of the late Vice-admiral Wells.

The winter of 1808 had nearly proved fatal to the Centinel and her crew; for while in Aldborough Bay, on the coast of Suffolk, in the well-recollected gale of the 12th of February, the brig riding with all her anchors down, and driving towards the shore, the cables were obliged to be cut; and the only remedy appeared to be, to run her on shore on the Pye sand, near the Port of Harwich, at the top of high water (and one of the highest tides known off that coast); otherwise the brig must have been totally lost.* The assistance which Lieutenant King received was much to the credit of the commanding officer at Harwich, and the naval storekeeper. After being on shore five days, the Centinel was got afloat: and her guns, stores, provisions, and ballast, having been landed she was fortunate enough to get into the port of Harwich, although without her rudder. Lieutenant King, in this service, had the misfortune to lose some of his best men by desertion at the time of low water, although he had taken every means in his power to prevent it.

The Centinel soon after returned to Sheerness in a very damaged state; nor was she put into condition for sea for some months afterwards, as most of her crew were drafted to other ships.

The Centinel having at length been docked and repaired, Lieutenant King was employed, after this event, in the charge of several Baltic and Heligoland convoys; a service in which he was always very particular (using a part of the article of war), "without either diverting to other ports or occasions."

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* The following is an extract of a letter to Vice-admiral Wells, from Lieutenant King:—

"It is with much concern I have to state to you, that his Majesty's gun-brig under my command was obliged to be run on this sand, without anchors or cables, having cut them when in Aldborough Bay, to prevent her from driving on Orfordness point during the violent gale of wind of yesterday.

"In attempting, Sir, to get Harwich, we had the misfortune never to see the shore until close in with the sand; and it being impossible to get any where else, I was under the necessity, with the opinion of the pilot, of forcing her on it, to preserve the lives, and if possible the brig.

"I am happy, Sir, to inform you, that the endeavour has been attended with success; and I have great hopes, when the weather will admit of assistance, to be able to save the brig."

The Centinel having arrived with a convoy at Gottenburgh in November, 1808, sailed at the close of that month * for the Sound; and Lieutenant King joined, *pro tempore*, the squadron under his old commander, Rear-admiral Bertie, on that station. While under sail some days after, the Centinel was attacked in a calm, within two gun-shots from Cronenburgh Castle, by five Danish gun-boats; and must have greatly suffered, had not the Rear-admiral sent his boats, in conjunction with those of the Edgar, and towed the Centinel into her anchorage. The brig was struck in several places by the enemy's shot; but was fortunate in not having any person killed or wounded, either on board her or in the boats. †

About the 23d of December, 1808, the sudden appearance of the ice in the Sound, and its early solidity, induced the Rear-admiral to quit his station, and in the afternoon they anchored off Cape Koll. The Centinel was immediately ordered to Gottenburgh, and joined the squadron under Rear-admiral Sir Richard Keats, K.B. at Wingoe Sound. About the last day of the year, the ships composing it were frozen up (to use the words of the Swedes) in the most severe winter that had been seen for fifteen or twenty years; while Rear-admiral Bertie, in the Dictator, accompanied by the Edgar, had a very difficult escape through the ice on their return to England.

In this new element, the crews of the squadron ‡ were employed in cutting their respective ships through the ice into safety; but the Centinel, being the outermost vessel, was never able to effect it, although she was near twelve days in removing three quarters of a mile from her former situation. The brig remained in this alarming state, with two transports (the Addington and Anne) within hail of her, until the evening of the 12th of February, 1809, § when the ice broke up in the most unexpected and awful manner,[*] and drove her near the Buskier Rocks, after the anchors had refused to do their duty. The current setting out during the night occasioned the Sound to get pretty clear of the ice; and the wind shifting round to the eastward caused the Centinel to strike on the rocks; and, no doubt, she would have bilged, had not Sir Richard Keats sent out timely assistance, which prevented her from suffering any material damage.[†]

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* On the day of sailing from Gottenburgh, the Centinel took a Danish brig at sea, under sail, with her colours flying, without a living creature on board of any description. She was the Carlotta, from Kiobenhavn.

† Lieutenant King gave the enemy's boats a warm reception from two stern chasers, long 9-pounders, for nearly two hours.

‡ Superb, Orion, Ranger, Dolphin, Centinel, Baltic cutter.

§ On the corresponding day last year the Centinel was driven on shore, as before mentioned.

In the early part of the ensuing summer, the Centinel having taken out a convoy to Heligoland, and Captain Goate, of the Mosquito, the senior officer, having received intelligence of the state of the enemy's force at Cuxhaven, he resolved to make an attack on the batteries and town; and accordingly, to strengthen the squadron,[‡] Lieutenant King was placed under his command. The plan having been laid before the commanding officers of the squadron, it was approved of, and a landing was effected the next morning, July 8, about three o'clock; the French force having previously evacuated the place. The batteries and town, together with two gun-boats and other stores, were taken possession of with a force of seamen and marines amounting to about 300.[§] The batteries were blown up, and the guns and people embarked before noon on that day.[||] Lieutenant King was the

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[*] So little was this expected (although always on the guard), that on the preceding day the provisions had been rolled on board; and the Centinel had about 20 tons of water casks on the ice, which were of course lost.

[†] The Centinel was that afternoon ordered to England with despatches, of which Captain George Morris[*] was the bearer. The brig, under sail with a fresh and fair wind, was proceeding towards the Scaw, when, from the moonlight, the ice appeared to be setting in towards the shore in such extensive fields, as to baffle all skill and opinion. The sail was immediately shortened, and she remained in this immoveable situation for near an hour. Lieutenant King, with Captain Morris, thought that it would be adviseable to try all sail, although it might endanger the masts; and, having recourse to beaters, by one o'clock in the morning the brig cleared herself of the ice, and proceeded down the Sleeve. It, perhaps, was fortunate that the Centinel made her way good, and did not put back; for we find, of the two transports (the Addington and the Anne), the ice, by setting in, forced the former on shore, where she went to pieces; while the latter, more happy, got into Marstrand.

[‡] Mosquito, Briseis, Ephira, Centinel, Bruizer, Blazer, Pincher, Patriot gun-boat, and a cutter.

[§] Lieutenant King left only an officer and four men on board the Centinel.

[||] See N. C. Vol. XXII. p. 85.

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[*] Late captain of the Magnet, wrecked by the ice near Malmo.

senior lieutenant employed on shore on this occasion, and reached England with the despatches in the course of four days afterwards.

The Centinel had arrived in England little more than a week, before Lieutenant King received orders from Rear-admiral Sir R. Strachan, K. B. to put himself under his command. The Grand Expedition against Holland sailed; but its progress and conclusion are too fresh in the memory of the reader to require further notice in this place.*

The Centinel, during the whole of that Expedition, was employed not only in a very respectable situation, but in a very harassing one; and at the retreat, as well as for some little time previous, she was the advanced brig of war employed with the gun-boats under the orders of Captains Carteret and Janverin; and, with the gun-boats in the advance, became the last retreating vessel of war down the river Scheldt. The Centinel was, in the remainder of the Expedition, employed in guarding the narrow pass between South Beveland and Arnymuden Creek, for nearly the space of ten weeks, with a squadron of gun-boats under the orders of Captain R. P. Davies, and under the command of Commodore Owen; and occasionally annoyed the enemy, within the reach of her long guns, in the execution of constructing their batteries.

After the Centinel had arrived from the Expedition, she was re-placed under the orders of Vice-admiral Wells, at the Nore; and on that officer resigning the command, on account of ill health, Vice-admiral Sir Henry Stanhope † succeeded him; under whose orders the Centinel was employed on her former services and situation.

In the middle of the month of November, 1810, after having taken out a convoy to Gottenburgh,‡ Lieutenant King was despatched by the commander-in-chief to the island of Anholt, with a transport loaded with bricks, for the purpose of completing the octagon battery of the light-house. Had the weather been moderate, two days would have been sufficient for that purpose. The tremendous gales, however, which afterwards ensued, from the S.E. for eight days, nearly occasioned the loss of the Centinel, although she was riding with three anchors down, with her top-masts struck, and nearly in an unrigged state; having parted from two of her anchors in the course of that period, and the garrison had actually turned out twice to afford every assistance in case she came on shore.—During an interval of moderate weather, the Centinel had the misfortune of losing Mr. Richard Sawyer, a midshipman, and seven men, in consequence of their boat upsetting while assisting a vessel in distress.*

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* See N. C. Vol. XXII. † See N. C. Vol. XV.

‡ Lieutenant King had before taken out a convoy to Gottenburgh in the month of *November*, 1808.

The Centinel did not quit Anholt for Gottenburgh till the beginning of December; when she was allowed to sail from that anchorage for England without being attached to the convoy under the charge of the Minotaur; but she thereby avoided, no doubt, the fate of that unfortunate ship, which was wrecked on the Haak Sands off the Texel a few days after.—Lieutenant King had formerly had a very narrow escape from the above sands; and therefore determined (from a full conviction of a strong easterly current setting by the gales on the coast of Holland, and particularly off the Texel), with the opinion of the pilots, to steer more to the westward.

On the 10th of April, 1811, the Centinel was paid off at Sheerness, after she had been fitted for sea, waiting her sailing orders, without defect, fully manned, and in a state capable of proceeding on any service. Lieutenant King, after having commanded that brig upwards of four years and a half, on various services, was now placed on half pay. We are informed, that he was advised to represent the situation of his vessel to their Lordships at the Admiralty Board; but that his reply was, "All statements must go through the Admiral commanding. I cannot ask such a thing. He would not do it; or if he should, I don't think he would do right. It is the order of the Admiralty, and it is my duty to submit."

Shortly after, on Lieutenant King's coming to town, he waited on Mr. Yorke, the First Lord of the Admiralty, who asked him if he wished for the command of another gun-brig, and was answered in the affirmative; on which he personally made a note of such an appointment; stating, that the candidates were many, the vacancies few, and that a little patience was necessary. Lieutenant King also wrote to Mr. Yorke a statement of his services and situation, with a view of strengthening his application for another command.

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* See a letter from Governor Morris to Sir James Saumarez on this occasion, in Vol. XXV. p. 217.

On the 15th of February, 1812, Lieutenant King had the good fortune to be re-appointed to the command of his old vessel, the Centinel: a circumstance very grateful to his feelings; as it had been supposed by many of the unthinking, that his dismission was occasioned by some acts of impropriety. On the contrary, the character of Lieutenant King must have stood very high at the Admiralty, to have had the above compliment paid him after an absence on shore of ten months. The Centinel soon after, being fitted, and placed under the orders of Vice-admiral Sir James Saumarez, K.B. commander-in-chief, sailed with a large convoy for Gottenburgh. Lieutenant King had under his orders his Majesty's gun-brigs Censor and Steady; and, after a favourable passage of a week, joined the squadron under Sir James, who, from former recollection, treated him with much attention.

The Centinel was occasionally employed in cruising off the Swedish and Danish shores, between the Wingoe and the Scaw, and was consequently almost every day within sight of the Victory, bearing the commander-in-chief's flag. When the orders for the detention of American ships were received on the station, Lieutenant King was desired to sail in the Centinel to the Baltic, with the intelligence and despatches; and Sir James informed him, that he must proceed by the way of the Sound.* The next evening, at midnight, the Centinel entered the Sound, with very little wind, having all possible sail set. Two large boats, apparently full of men, were observed rowing towards her bow; on which Lieutenant King fired a volley of musketry into them, and they dropped astern. This was soon answered by several guns from Cronenburgh Castle, and signals of rockets and blue lights. It being nearly calm, Lieutenant King got out his boats, and sent them ahead to tow; when at daylight his old friends the Danish gunboats were pulling very fast towards him; but, fortunately, just as they were about to take their situation for the attack, a light air of wind from the N.W. sprung up; and, with the assistance of the boats, Lieutenant King, availing himself of the peace which had just been concluded with Sweden, was enabled, from that friendly shore, to get into the Baltic that evening, though not without having grounded for a short time in the Channel near the City of Malmoe. In the course of a few hours after, Lieutenant King communicated the intelligence and despatches to the Pyramus and Crescent frigates, and by this route was instrumental in their detaining of several Americans without licenses, which had previously sailed with the convoy through the Belt. Lieutenant King, with light winds, some days after joined Rear-admiral Morris at Hano Bay, who had detained three or four Americans, from the despatches getting to him over-land. Thus was Lieutenant King deprived of all benefit from detained ships; when every person supposed, from his having the first intelligence, that it would have been of the utmost advantage to him.

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* See a chart of the Sound, N.C. Vol. V.

On the 9th of October, 1812, the Centinel accompanied the homeward-bound convoy of between 300 and 400 sail to the Belt, under the charge of the Ethalion frigate; but the very next evening she had the misfortune to be wrecked, under the high land of the island of Rugen,* within musket-shot of the enemy, in consequence of extreme foggy weather, and the adversity of the current; many of the convoy sharing the same fate. In our subsequent pages the reader will find extracts from a narrative of this event, as drawn up by Mr. King.

In justice to the captain of the frigate who had the charge of the convoy, it must be observed, that no officer could have acted otherwise than he did. We are led to understand that his conduct had always met with the highest opinion from Lieutenant King, and that no blame could be imputed to him. It was an accident, which, as circumstances were, neither judgment nor prudence could prevent.

We have been favoured with the following extract of a letter from an officer on board the Centinel at the time of the wreck, to one of his friends:—

"When our unfortunate brig took the ground, Lieutenant King ordered the release of two prisoners to their duty, and a centinel to be placed over the spirit room with a pair of loaded pistols. After the vessel had become a wreck, the enemy's musketry was flying about us in every direction. It blew a gale of wind some time after, and it was impossible to effect a landing. Our commander was deaf to any such representation; on the contrary, he ordered the colours to be hoisted on the stump of the foremast; and we commenced a firing of musketry on the enemy, expecting at every moment that we should be cut up by field pieces.

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* There was no chronometer on board the Centinel at the time of her loss.

"During this critical situation, our ammunition being soon after expended, and the in-shore guns under water, our commander, with great presence of mind, let fly three or four volleys of rockets at the enemy; which had the happy effect of dispersing him with apparent confusion, and afforded us an opportunity of retreating in our boats to the Neptunus (one of the convoy), without the loss of any person, after setting the Centinel on fire in two places.

"On getting on board that ship, Lieutenant King ordered her (Rostoc) colours to be struck, and caused an English pendant and ensign to be hoisted. After having got clear of danger, our commander called his officers and men together, and thanked them for their steady conduct; at the same time giving them to understand, that the articles of war existed as much in force on board the Neptunus as they did on board the Centinel. We mustered about 130 men, including our company and the crews of some of the wrecked vessels, Danes, Swedes, Russians, Prussians, Hamburgers, Lubeckers, and I don't know who: however, almost all languages were in motion. In the morning it fell a calm, off an enemy's shore; and, expecting to be attacked by gun-boats, Lieutenant King made the signal to anchor, and for the masters of the convoy to come on board; when he gave them directions to accompany him to Hano Bay. In a little time after, a breeze springing up, we were joined by the Sheldrake brig and Aquilon frigate, and anchored in the Belt; but the wind being adverse for proceeding through that Passage, and no person on board those ships having any knowledge of the Malmo Channel, Lieutenant King volunteered the service to lead the ships and convoy through, in a small French lugger privateer taken the preceding day, and we arrived at Wingo on the 19th October, the convoy being then in the offing. We shall be tried tomorrow for the loss of our brig, and I have no doubt of a creditable result. We lost all our clothes."

We cannot close our mention of this unfortunate circumstance better than by the insertion of extracts from the narrative which Lieutenant King delivered in as his defence on the court martial.

He says, "In the afternoon of the same day, the 10th instant, the fog became so thick as to render it impossible for any of the convoy to be seen; the wind was then east. A signal was made, and the Centinel was brought to. We sounded at that time in twenty-seven fathom, and, by the pilot's computation, distant from the island of Rugen about eighteen miles, on a south-south-west bearing by the chart. At half-past seven sounded in twenty-three fathom, supposing ourselves between four and five leagues from the land. The weather at this period was an extreme fog, and, as it indicated a gale of wind, the top-sails were reefed.

"I ought to mention, that at noon the weather prevented an observation of the Sun. The respective officers had sent me their day's works; the senior pilot shewed me the situation of the brig on the chart, and no danger was then apprehended.

"At a few minutes after nine, the senior pilot reported to me, he thought it would be better to go on the other tack, which I fully consented to. The night was exceedingly dark, accompanied with a thick fog. I was induced to have several muskets fired, that the convoy near us might follow our intended example.

"As we were going to wear, we discovered either a brig or ship very near us, apparently on the starboard tack, making much noise by hailing, which could not be understood. Being unable to clear her, we filled, set the fore-sail, and missed stays; we then attempted to wear; in which act the Centinel unfortunately took the ground, discovering the land at the distance of half a cable's length from us, and apparently as high as the mast heads, with a heavy sea beating on. The fog at that time had not in the least abated; we immediately hove all a-back in the endeavour to force the brig off, without having any effect. I then ordered the small bower to be let go, in the hope of coming head to wind, as well as to prevent her driving farther in-shore among the breakers. I directed, at that instant, the cutter to be lowered; and the kedge and stream anchors were laid out on the larboard bow, with the intent to heave her round; when I plainly saw two ships or vessels on shore near us. While this was doing, some hands were employed in furling the sails; during which time the enemy commenced a fire of musketry from the heights, which we took but little notice of. A great strain was hove on the stream and kedge hawsers, and a party employed in the hold starting the water; the pumps were kept going, and every precaution used for lightening the brig. The weather was very foggy, and the wind that of a double-reef'd topsail breeze. Although we were striking very hard, I had formed great expectations of getting afloat, as we had altered her bow to port nearly two points. I here think it necessary to state, that the sea prevented our boats from laying out a bower anchor; indeed, they were not of a sufficient strength or description to accomplish such an object, even in the finest weather.

"As the brig appeared to be very lively forward, we were under the necessity of getting up the bower anchor, to prevent her from striking on it, after which, by heaving a great strain on the stream and kedge hawsers, occasioned the former to be carried away, and the anchor of the latter to come home.

" At eleven o'clock, by the above-mentioned accidents, the brig had considerably settled in among the breakers. She struck so hard, and the sea made such frequent breaches over her, that it was with difficulty the crew could stand the deck: the wind had now increased, and the hold appeared half full of water. I sent the master below, who confirmed this statement. I now saw with much concern every endeavour to save his Majesty's gun-brig had proved ineffectual, for she was completely bilged.

" I now destroyed all the signals in the presence of the master.

" The enemy from the shore were at intervals firing musketry at us without doing any damage.

" At half-past eleven, I began to consider of the providing for the safety of the crew, as my first care; the water at this time being level with the between-decks, and about midnight with that of the main deck, the brig striking broadside on with the greatest violence, I here thought it my duty to recommend to all on board to remain on the wreck, whatever might be the consequence; and never to think of submitting to an enemy, although apparently so much in his power; and that, in all probability, at daylight we might be able to seek some assistance.

" I was fearful of cutting away the masts, and that the wreck would occasion the destruction of the boat alongside, the only situation she could lie in. I ordered the weather guns to be thrown overboard, which was soon accomplished, in addition to the cutting away of the larboard anchor, which caused the brig to have a more considerable heel in-shore.

" I trust, I may prove correct in not ordering signal guns to be fired at an early period, because I conceived, in this particular, the enemy might suppose the wreck a ship of war, and have greatly annoyed us by field pieces, or from batteries (as there appeared at intervals a signal-post near us), when endeavouring to save the brig.

" At day-break we observed through the fog a brig run on shore, to the westward of us about a quarter of a mile; finding no battery near, I ordered the signal of distress to be hoisted, expecting it might be taken notice of by any vessel in the offing.

" At about six o'clock the fog partly cleared up, and the weather became moderate. The cutter was got out with great difficulty. I sent the master with her and the other boat, and about fifteen hands, to use every exertion to get either of the vessels off which were near us; and in the event of success, I had formed an intention of shipping the crew from the hands of the enemy, and to have joined the convoy by such means.

" I had hitherto kept up the masts, partly for the purpose of making signals; and finding no prospect of assistance, I ordered them to be cut away, to ease the wreck.

" Observing many people on the eminence, we commenced a fire of musketry on them, which, with the throwing up of rockets, caused their removal to other parts of the hill: during their absence two fires were laid to destroy the brig, and the colours spread on the stump of the foremast.

" The remaining guns on the starboard side were now fired, which had been reserved for the purpose of making signals; and I had the satisfaction of hearing them answered by some ship or vessel round the point to the southward and eastward. I despatched the master in the small cutter, in that direction, to make observations: he returned in about three hours after, and stated he had boarded the ship Neptunus (of London), one of the convoy under Rostock colours, which was coming to our assistance.

" I now caused every arrangement to be made for leaving the brig, and to complete her destruction; and this time might be about four o'clock in the afternoon of the 11th.

" I instantly, on the appearance of the Neptunus, sent the boats with a party of the officers and men, keeping the remainder with the marines for the last moment. The weather being moderate occasioned much despatch. At half-past 6 the brig was set on fire in two places, and very soon after we found her in a total blaze; we then retreated to the boats without the loss of a man, and we were all on board the Neptunus by 8 o'clock. At daylight on the 12th, the brig was perceived from the Neptunus to be burnt to the water's edge; and at noon I counted from that ship sixteen sail on shore, mostly to the westward of the spot where the Centinel was destroyed.

" To the officers and crew of his Majesty's late gun-brig under my command I feel every credit due, for the vigorous and prompt conduct they displayed in the execution of my orders; nor did I ever witness more real attention and determined resolution to resist the grasp of a merciless enemy, than what they manifested on this trying occasion.

" The conduct of the pilots has been very exemplary for their caution; in which I feel satisfied. To the master of the Neptunus our obligations are of the greatest magnitude, for the ready assistance he afforded us when his ship was but little more than out of danger. His saving the crew of one of his Majesty's gun-brigs, together with several out of four of the vessels wrecked on the coast, must ever hold his conduct up as a superior man: indeed, the kind attention he shewed us could not have been exceeded.

" I hope and trust I shall be found to have taken every means in my power to prevent the misfortune which, with pain, my duty obliges me to relate, in regard to what this narrative sets forth.

(Signed) " WILLIAM ELLETSON KING."

" *Done on board his Majesty's Sloop Sheldrake,*
Oct. 19, 1812, *in Wingo Sound.*"

Lieutenant King, immediately on his arrival at Wingoe, waited on the commander-in-chief, Sir James Saumarez, who was pleased to order a court-martial to be held on him for the loss of the Centinel. Accordingly, a court was assembled for the above purpose, on board H. M. S. Zealous, at that anchorage, of which Captain Thomas Boys sat as president; and, after a strict investigation, the court came to the following resolution:—"That having heard the narrative read, and the evidence given in corroboration of the facts therein stated, and very maturely and deliberately weighed and considered the same, the court is of opinion, that the loss of the said gun-brig was occasioned by extreme thick weather, that prevented their seeing the land for thirty-six hours; together with the violence of the currents, which drove them and the whole of the convoy, as well as many other vessels, on the coast of Rugen, where the said gun-brig was wrecked. The court is of opinion, that no blame whatever is attached to Lieutenant William Elletson King, the commander, the officers, or company of the said gun-brig Centinel, for their conduct on the occasion of her loss; and doth therefore adjudge them to be fully acquitted."

We cannot dismiss the subject of Lieutenant King's acquittal, without introducing to the notice of our readers the strong evidence in his favour which was given by Captain William Bowles, a member of the court martial, in which he said, "I had an opportunity of seeing the Centinel lying completely destroyed under the high land of the island of Rugen; and I am of opinion, that great credit is due to Lieutenant King for so completely destroying her, and bringing his people off; commanded as he was by the enemy's musketry on the heights, within half-musket shot."

No sooner had the court martial closed their proceedings, than the commander-in-chief ordered Lieutenant King, his late officers and crew, to take their passage on board the Aquilon frigate, Captain Bowles, for England.

By the unfortunate circumstance of the wreck of the Centinel, Lieutenant King lost nearly all the property he had on board; and for which, even in the most acquitted duty, the service allows of no pecuniary remuneration: this, to any commanding officer (particularly to one with no more than his pay), is indeed a most serious consideration.

Lieutenant King, we have been told, has made frequent applications to their Lordships of the Admiralty Board, to be employed in an active command, for which he has been long since noted; and he probably expected, not only from the severe loss of property that he had sustained, but from the very peculiar situation in which he was placed with respect to the enemy (who, during the distress of the Centinel, was keeping up an almost incessant fire of musketry upon her),* that he should have been thought worthy of their Lordships' consideration. He has been nearly a quarter of a century in the service; has assisted at the capture and detention of 40 sail of the line, and has been concerned in other public exploits, which have five times obtained the Thanks of Parliament.†

We know that Lieutenant King has been often advised by his friends to endeavour to get a signal-station, an agency of transports, or some other situation of ease; but such counsel he has always resisted; adding, "I will never solicit a situation inferior to that from which the elements have dismissed me."‡

Having great reason to believe the justice of the First Lord to be very conspicuous, we hope that there will be no bar to Lieutenant King's promotion, notwithstanding his being on half-pay; and we trust that, before long, we shall see him, in a new capacity, hauling home his topsail sheets. This officer has never been married; he is in his 38th year, and of a constitution fit for the most active service; and we assure ourselves, that if he have not always met with success, the contents of our preceding pages will amply prove that he has at least deserved it.

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* Yet, though thus assailed in a defenceless state, this gallant officer disdained the idea of submission. The water was "at *midnight* level with the *main-deck*, the brig striking broadside on with the greatest violence. I here thought it my duty to recommend to all on board to remain on the wreck, whatever might be the consequence; and never to think of submitting to an enemy, although apparently so much in his power."—This language smacks of the immortal NELSON!

† Admiral Hotham's victory—Toulon ships—Engagement off St. Vincent's—Admiral Mitchell, at the Helder—Lord Nelson's at Copenhagen.

‡ Gun-brigs as they become vacant are now given to commanders.

NAUTICAL ANECDOTES, &c.

NELSON'S MONUMENT, IN THE AREA OF THE NEW EXCHANGE BUILDINGS, LIVERPOOL.

THE opening of this elegant tribute of the gratitude of the town of Liverpool, to the memory of our great Naval Hero, took place on the 30th September. With respect to the merits of the execution of this addition to the ornaments of the town, we shall only say that the following are the sentiments expressed by the report of the Committee: "that every effort has been made by Mr. Westmacott to fulfil his engagement; and they think it only proper, in justice to him, to declare, that Monument which is now submitted to the judgment of an intelligent public, meets, in point of execution, with their entire approbation; to which they may add, as of much more importance, the sanction of a great number of distinguished professors and patrons of art, who have had an opportunity, during the progress of the work in the metropolis, of forming a correct opinion on its merit."

The subscription for the purpose of erecting this statue commenced on the 5th November, 1805, and amounted to about 9,000*l.* The first stone was laid 15th July, 1812. The whole of the design was planned by Mr. Matthew Charles Wyatt, and selected from a variety of models by the best artists. The monument, which is in bronze, is executed by R. Westmacott, Esq. R.A. of London.

Description of the Monument.

On a basement of Westmorland marble stands a circular pedestal of the same material, and peculiarly suitable in colour to the groupe which it supports. At the base of the pedestal are four emblematic figures, of heroic size, in the character of captives, or vanquished enemies; in allusion to the four signal victories obtained by Lord Nelson, *viz.* those of St. Vincent, the Nile, Copenhagen, and of Trafalgar. The spaces between these figures, on the sides of the pedestal, are filled by four grand bas-reliefs, executed in bronze, representing some of the great naval actions in which the immortal Nelson was engaged. The rest of the pedestal is richly decorated with lions' heads, and festoons of laurel; and, in a moulding round the upper part of it, is inscribed in letters of brass, pursuant to the resolution of the general meeting, that most impressive charge, delivered by this illustrious commander previous to the commencement of his battle of Trafalgar, "ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY."

The figures constituting the principal design are, Nelson, Victory, and Death; his Country mourning for her loss, and her Navy eager to avenge it, naturally claim a place in the groupe.

The principal figure is the Admiral, resting one foot on a conquered enemy, and the other on a cannon.—With an eye stedfast and upraised to Victory, he is receiving from her a fourth naval crown upon his sword; which, to indicate the loss of his right arm, is held in his left hand. The maimed limb is concealed by the enemy's flag, which Victory is lowering to him, and under the folds of which Death lies in ambush for his victim; intimating, that he received the reward of his valour and the stroke of Death at the same moment.

By the figure of an exasperated British seaman, is represented the zeal of the navy to wreak vengeance on the enemies, who robbed it of its most gallant leader.

Britannia with laurels in her hand, and leaning regardless of them on her spear and shield, describes the feelings of the country fluctuating between the pride and the anguish of a triumph so dearly purchased, but relying for security on her own resources.

In preferring an historical group to a naval column, or a single statue, and in selecting the subject above described from a considerable number of designs of great excellence, it was one principal aim of the Committee to erect such a Monument as should not only do honour to the town of Liverpool, as an effort of art, but should excite in the breast of the spectator those feelings, moral and patriotic, which a work of the highest class ought always to inspire. They, therefore, adopted that which appeared to them best calculated to exhibit, in the strongest manner, the glory and happiness of the hero who dies in the defence of his country; and who, in the act of grasping at another crown, which the Goddess of Victory is placing on his sword, is insensible to the stroke which terminates his glorious career. At the same time it was their wish to contrast the exultation inseparable from such an event, with the sincere sorrow and deep regret occasioned by the death of this distinguished Commander, and to impress upon the minds of the present, and of future ages, a firm conviction, that life itself cannot be better resigned than in the cause of our country.

PLYMOUTH IMPROVEMENTS.

We learn that his Majesty's ministers, seeing the increasing importance of this port, in a commercial as well as naval point of view, have directed the necessary inquiries to be made by the Boards of Customs and Excise, on the several representations which have been made to them by the merchants of Plymouth, in order to obviate the evils complained of, and to afford them every facility. To this end, we understand, there has been already an increase of offices in one department of the Revenue, and that it is intended there shall be an augmentation of the permanent establishment in the other; and also that the Commissioners of Customs have it in contemplation either to rebuild the Custom-House (which has been too long a disgrace to the town), or to purchase a convenient building for the purposes of this branch of the revenue. The Exchange now erecting has presented itself as particularly eligible—and it appears to us, from its vicinity to the wharfs, its extent, and capacious internal arrangement, as well as external, solid and respectable appearance, it is admirably adapted for that, or any other public office. How far the wealthy proprietors may be induced to give up the object they have in view, we do not presume to determine. We have been informed that advantageous proposals have been made to purchase the whole premises; and probably the gentlemen who form the Committee, being well qualified to appreciate the value of the property in question, may, by some judicious extension of their plan, combine both objects, and unite the interests of the proprieters, with that of the duties of the department they are so intimately connected with. We venture to say, from good authority, that when the Tobacco Trade is extended to this port, which there is every reason to expect it will be;—the comparatively easy rate of which goods are landed, warehoused and re-shipped;—and the great accession of trade which must arise from the additional security at the harbour from that great national undertaking the Breakwater;—Plymouth will rank with the first commercial out-ports in the kingdom: and the facilities it will derive from its being made a packet station, as well as a rendezvous for convoys, will give advantages to the merchants, which are not enjoyed at any other place.

WIDOWS' PENSIONS.

The Court of Assistants of the Charity for the Relief of Poor Widows of Commission and Warrant Officers of the Royal Navy having resolved, with the approbation of his Royal Highness the Prince Regent, that, from and after the 1st of January, 1814, the Pensions of Sea Officers' Widows shall be INCREASED to, and established at, the following rates; *viz.*

The Widow of a Flag Officer of his Majesty's Fleet	£120 per Ann.
The Widow of a Captain, superannuated, with the rank of Rear-admiral	100
The Widow of a Post Captain of 3 years standing	90
The Widow of a Post Captain under 3 years standing	80
The Widow of a Commander	70
The Widow of a Lieutenant, superannuated, with the rank of Commander	60
The Widow of a Lieutenant	50
The Widow of a Master	40
The Widow of a Surgeon	40
The Widow of a Purser	30
The Widow of a Boatswain	25
The Widow of a Gunner	25
The Widow of a Carpenter	25
The Widow of a Second Master of a Yacht, or Master of a Naval Vessel warranted by the Navy Board	25

With the proviso, however, that those Widows only shall be reputed proper objects of the Charity who have not Pensions on the Ordinary Estimates of the Navy, or by any other grant from Government, and whose annual incomes, arising from their real or personal estates, or otherwise, do not amount to double the sum allowed for their respective pensions.

And it is intended that all Pensions from the said Charity shall in future be paid quarterly, up to the following days; *viz.*

To the 31st of March, instead of to the 28th of February,
30th of June . . . . 31st of May,
30th of September, ... 31st of August,
31st of December, ... 30th of November.

The Affidavits required by the rules of the Charity, are, in future, to be sent or brought to the Admiralty Office,

Between the 17th and 31st of March,
17th and 30th of June,
17th and 30th of September,
17th and 31st of December;
instead of at the times heretofore directed.

AMERICAN EMBARGO.

[*From an American Paper.*]

The following may be read 270 different ways, beginning at the centre letter E.; and we are well convinced, that, let us look at the Embargo in 270 times 270 points of view, the consequence will be as here pointed out:—

s	u	n	i	u	r	l	l	i	w	i	l	l	r	u	i	n	u	s
u	n	i	u	r	l	l	i	w	o	w	i	l	l	r	u	i	n	u
n	i	u	r	l	l	i	w	o	g	o	w	i	l	l	r	u	i	n
i	u	r	l	l	i	w	o	g	r	g	o	w	i	l	l	r	u	i
u	r	l	l	i	w	o	g	r	a	r	g	o	w	i	l	l	r	u
r	l	l	i	w	o	g	r	a	b	a	r	g	o	w	i	l	l	r
l	l	i	w	o	g	r	a	b	m	b	a	r	g	o	w	i	l	l
l	i	w	o	g	r	a	b	m	E	m	b	a	r	g	o	w	i	l
l	l	i	w	o	g	r	a	b	m	b	a	r	g	o	w	i	l	l
r	l	l	i	w	o	g	r	a	b	a	r	g	o	w	i	l	l	r
u	r	l	l	i	w	o	g	r	a	r	g	o	w	i	l	l	r	u
i	u	r	l	l	i	w	o	g	r	g	o	w	i	l	l	r	u	i
n	i	u	r	l	l	i	w	o	g	o	w	i	l	l	r	u	i	n
u	n	i	u	r	l	l	i	w	o	w	i	l	l	r	u	i	n	u
s	u	n	i	u	r	l	l	i	w	i	l	l	r	u	i	n	u	s

CORRESPONDENCE.

LETTER XXVII.

MR. EDITOR, *September 2d*, 1813.

It would be a most desirable piece of knowledge, which would inform your correspondents, who are your readers? *Nestor* did me the honour to say, that my letters would be read with attention from the First Lord to the Midshipman; and if mine, then also would the more valuable parts of your miscellany operate from the head to the bottom of our service, and the voice of the navy transmitted through your pages, must, I think, have weight. Truisms of the first importance have appeared in them, advice the most important has been offered, and errors the most glaring have been exposed. I will hope that the "still small voice" will yet be heard, though the symptoms of effect do not yet appear. It is but too common, I fear, for a person to take up a periodical work, and, except the part where his own hobby horse prances a little, to glance over the remainder of the monthly production, and throw it heedlessly by, forgetting that, though apparently easy, as it is quick in birth, it is equally formed to last for ages with the long laboured volumes of science; and that when the wire wove, hot pressed, vignetted ephemera of the day have perished, the learned historian will resort to your pages, not for the *facts* only, but for the *opinions* of the times, and the characters of the rulers of those times will be stamped by those opinions. The conduct of the B. of A. which drove Admiral Montague from his command, where he was eminently useful, and greatly and justly beloved, will cause an examination into that conduct which will not tend to the honour of those then in power, but leave it a doubt whether most to censure the contempt with which a respectable and useful body of men had been treated, or to wonder either at the ignorance evinced of the British constitution, or the desire to crush the best rights of the subject; and Mr. Y.'s speech on the subject of exchange will cast a gloomy shade over his character, which a thousand good acts of his performing will never enlighten.

In your pages also will be seen, the hopes which arose upon the appointment of the present First Lord, that, like his father, he would prove a patron and friend to the service at the head of which he is placed; and it will also be seen, that as yet there has been no symptom of the mantle of the father having been cast over the shoulders of the son, although from the excellence of the character borne by this nobleman, and from the good sense and feeling shewn by him when his father was under a cloud, I cannot, I do not attribute the blame, either wholly or chiefly, if at all personally, to him. We shall soon, I trust, have the promised change in our naval council; and I will trust, that even the very erroneous construction of that council, will not prevent the ascendancy of good sense, true worth, and professional knowledge, from doing us some good. I am informed (by-the-bye), that a liberal act (in the small way) has burst suddenly through the bonds of parsimony, and that the newly-built Admirals house is to be furnished also at the public expense. How is this to be accounted for? and supposing it fact, would there have been any foundation for it, if the first intended inhabitant had not allowed self interest to predominate, and *make* the order for his own benefit? I am glad of the measure, however, and shall rejoice to hear that proper hospitality may enable all the officers who visit the port, to think the money not thrown away. Time will shew, but the age of miracles is passed away.

I have already advised that the admirals and captains of H. M. navy should present a respectful and dutiful memorial to H. R. H. the Prince Regent, praying for a naval administration to superintend naval affairs. I seriously repeat this advice; and cannot help thinking, that a principal cause of so little attention being paid to the state of the naval service by those in power, originates, or at least is greatly occasioned by our apparent neglect of ourselves.

Generally speaking, naval men are certainly more *au fait* at gallant action, and active service, than in deep thought about any matters which do not relate *immediately* to the duty they are engaged in; and it is wisely ordered that it should be so; but it does not follow, that no circumstances whatever should induce them to assist in the preservation of the general combination of that service, in which they perform such honourable, though detached parts. It is a more material error to keep silent from respectful remonstrance, when such is absolutely requisite, than even to remonstrate without a great and evident necessity, though this certainly should be most carefully avoided.

Many naval officers, doubtless, remain in active employ afloat, till the wish for the most perfect tranquility of retirement is fair and natural. Some are of opinion, that their own bare routine of personal duty is sufficient, and would suffer the whole machine to go to pieces in silence, because they have not the charge of it; yet we should not applaud a boatswain or carpenter who would not inform the captain that a fire was rapidly approaching the magazine, and then allege as an excuse, that the gunpowder was in the charge of the gunner, and the captain amenable for the safety of the ship.

There is another cause of inattention to public affairs among sailors when ashore. However successful and honourable their progress may have been afloat, they feel that a maritime life is not a life of nature, and, when freed from their exertions, relax entirely, and avoid all thoughts of it.

Some few, I fear, have activity of mind enough, and a thorough conviction of the necessity of amendment, and either selfishly think it will last out their time without a crash, or have some selfish point to gain, which will not admit of risking advice (which they too naturally think always gives offence) to the powers that be.

I must confess, also, that there does run through the service a very frequent oblivion of the last rank passed through; and I have heard many captains complain, and with positive justice, of the vexatious delays experienced at the N. B. and the unjust and ruinous decisions of the C. of Appeals, &c. &c. &c. I have, however, never known the long list of admirals turn out as volunteers to remedy the grievances they have almost all smartly felt when captains; but, in all the indolence which arises from security from future grievance, become quiet spectators of the storm they are escaped from. In this respect, indeed, we form a *rope of sand*, and justly merit censure, and deserve the inconveniences which arise from our want of combination or adhesion. Whilst under the immediate pressure of the inconvenience, a candid man will fear that he does not take a fair view of the transaction, and that his opinion cannot be unbiassed; but if, when free from that pressure, he still sees the injustice of the case in the same light in which he viewed it when labouring under it, it becomes his duty to endeavour to remove the evil by exposing it.

I do not at present recollect any attempt on the part of the admirals of H. M. navy to guard the general rights of the service, since the days of Keppel and Palliser; and though then unsuccessful, their remonstrance remains a respectable and useful document; but the exposure of the present critical state of naval affairs would do them still greater honour. But alas, Mr. Editor, am I not wasting your paper, and the time of your readers and myself, in recommending this address? Is it not like an endeavour to persuade Dr. Sangrado to relinquish his mode of practice, by dint of reason and argument, when the evidence of the deaths of all his patients could not move him?

I have now, Sir, in the course of several letters, endeavoured to awaken attention to the present most important situation of naval affairs, and circumstances press at this moment with tenfold force to urge the most vigilant care of our *natural bulwark, our constitutional force*; and it is my conscientious belief, that the *present construction of our naval administration* will not admit of that due attention and care, allowing the highest zeal, and even eminent ability, to all those who compose it.

Our brilliant victories in Spain dazzle the eyes of too many, who compare not the *thousands* who go out to join those victories, with the *scores* who come home debilitated and maimed. The public sees only the returns of the day of battle, but are ignorant of the subsequent effects. We are, however, so committed, that we must now proceed with vigour, and it is most fortunate that we have a General worthy of the brave troops sent to support his measures. What can I say more in his praise? Yet in sober sadness we must confess that those victories do not prevent its being a very desperate struggle, notwithstanding the great change in our affairs by the rupture of the armistice, and the accession of Austria to our allies, from which I try to augur all the good I can. The tyrant first thought that he could reduce us by a war against our finances, and he has hitherto failed; but is not the present war in the Peninsula too much like a struggle against our population; and can we produce soldiers enough, even with the aid of the awakened Portuguese, to continue that struggle? Are we not draining our population so as greatly to interfere with the manning our navy, as well as beyond the due proportion which commerce and agriculture can afford? By observing the manner in which our merchant ships are now navigated, it will be seen that we have no longer a nursery of seamen preparing for the navy, though I confess I have not seen a want of hands ashore, as far as my limited travels extend, but the demand for adults will become rapidly progressive. The latter remarks would have been mere episode, but for the sake of expressing the fears I entertain of the great danger, that those in power may forget that "*Britain's best bulwarks are her wooden walls.*" To those who govern the navy I would particularly state, that in these eventful times so great a change has taken place in the sentiments of that class of society from whence our soldiers and sailors are drawn, that for *one* soldier who has changed his profession for the sea, there are perhaps 50 seamen, who, within a few years past, have gone into the army. Well do I remember the day when this was very far different, and it was deemed promotion either for a land soldier or marine to be allowed to become a seaman; and when we consider the maritime situation of Britain, and the former established naval habits of her sons, we must be assured that there is some strongly working, deeply disposing cause for this novel state of things. Will the gentlemen who fill the borough seats at the A. solve me this difficulty, and explain the reasons for this singular change? Or will they, while their brother commissioners are disposing of our fleets on their several stations, and the First Lord is executing the higher business of office, or exercising his enormous monopoly of patronage, find me a remedy for this evil? Perhaps a patriotic migration from their seats, with a candid and public avowal of their conscious inutility while in them, would be the best mode of effecting the desired end, provided the vacancies were to be filled by men of professional merit. But do not, Mr. Editor, think me such an ass as to believe that this is about to happen nearly 2,000 years since the cessation of miracles. I have seen lately in the newspapers, that an order has been issued at the war-office, directing that no more seamen shall be recruited for the army; so far well; but as recruiting serjeants do not scrutiny beyond length, breadth, and thickness, and as a sailor entering for the army is most probably a deserter, and not likely to boast of being so, the order will have no effect. And without effect also, I fear, I offer my presages, and pray for an examination into their truth, that means may be adopted to prevent their accomplishment. At all events, I am patriotically and loyally, which in England mean or ought to mean the same thing, a true friend to my profession, and your humble servant,

A. F. Y.

Extract of a Letter from an Officer on board H. M. S. Warrior.

MR. EDITOR, *North Sea, 4th December,* 1813.

ON Friday, the 26th of November, his Serene Highness William Frederick Prince of Orange embarked on board H. M. S. Warrior, commanded by Lord Viscount Torrington, to return to his native country, and to assume the station and honours of his forefathers. At two P.M. he entered Vice-admiral Foley's barge, fitted in state, and was preceded by his Lordship, to arrange his public reception on board. His Lordship and all the officers were equipped in full uniform, and mounted the Orange cockade and ribbon in honour of the Prince. A field officer's guard was drawn out on the quarter-deck. At three o'clock, his Highness ascended the quarter-deck, and returned the salute of every officer in the most gracious manner. His courteous and engaging *entre,* and the placid mildness of his countenance strongly prepossessed all hands in his favour. Every one exclaimed, such a Prince must rule in the hearts of his subjects. His Highness was followed by General Von Phull, Baron Perponcher, Major Fagel, Mr. Rugay, his suite; and by Lord Clancarty, the British ambassador and suite, Messrs. Hoppner and Gunning. The Orange flag was hoisted at the main, and saluted by the Warrior (now placed under his direction), and all his Majesty's ships in the Downs, with twenty-one guns, the latter firing after the discharge of the Warrior's second gun. On the 27th, at day-light, the ship weighed, with the wind at S.E. which carried her through the Gull stream, after which the ship was obliged to work to windward. On Sunday evening, Admiral Young's fleet was seen, and the Warrior approached sufficiently near to communicate to him by telegraph, that his Serene Highness was on board, but darkness supervened, and the telegraphic answer of "No news" was deferred till the following morning. The wind continued unfavourable, and the tide made so strong against us, that it was deemed prudent to anchor during the night. On Monday, the 29th, the ship weighed, at day-light, by his serene Highness's order. At eight A.M. perceived a frigate (which proved to be the Nymphen, Captain Hancock), in-shore, with the Dutch colours flying over the French. Lieutenant Macdonald reported the circumstance to Lord Torrington, while his Highness was seated with him at breakfast, and observed, that the Prince smiled with much evident satisfaction, no doubt from the pleasing idea which the fact excited, of the triumph of the Dutch national spirit of independence over French despotism and military oppression.

"The ship was anchored at night; and on Tuesday, the 30th, weighed at day-light, and soon discovered the land, and his Majesty's ships Cumberland, Princess Caroline, and the Raven brig. The ship worked to windward fast, and brought us in sight of Scheveling, the Hague, and other towns on the coast. At twelve, the Cumberland telegraphed "Good news," and shortly afterwards a Dutch pilot exultingly exclaimed, that he saw the Orange flag hoisted on all the steeples and boats, which was the signal established between his Highness and the shore, and denoted security. Captain Baker, of the Cumberland, gave information that the Brill was held by the enemy; at which place his Highness was particularly anxious to land, from its being considered the cradle of the liberty the Dutch established in 1572, when they denounced the Spanish dominion. At two o'clock P.M. a boat was sent on shore to announce the Prince's arrival. At 3 P.M. the Prince was ready to disembark, and was received with the same honours on the quarter-deck as at his *entrée*; he saluted every individual most graciously, shook hands with Lord Torrington twice most cordially, as he conveyed to him his most grateful thanks for his attention, accommodation and hospitality; and the various emotions which agitated his mind were evinced by the tear drop of joy, which fell as he went over the side. A royal salute was fired as the Prince and suite pulled from the ship; three cheers were given, and returned from the boat, on which the cheers from the ship were repeated. As the barge steered by Lieutenant Kains, senior lieutenant of the Warrior, advanced close to the shore at Scheveling, the Dutch people waded up to their necks to haul the boat to the shore, amidst the hearty huzzas and acclamations of joy of the numbers assembled from all parts to receive him. On landing, his Highness and suite were greeted with the wildest, and most natural and sincere marks of joy and pleasure. All approached without ceremony, to shake hands, and touch their Prince and his suite. From Scheveling to the Hague was a continual concourse of people, that interrupted their progress, by their sincere and well intended congratulations; the hearts of all were attuned and thrilled with joy. Illuminations, bonfires, and fireworks attested the general joy. at the Hague. During his Highness's stay on board, he walked much on the quarter-deck, and talked in the freest manner with all occasionally; but was generally engaged in conversation with Lords Clancarty and Torrington. His condescension and goodness of heart interested all on board. He was particularly anxious not to give trouble. He inquired for the Dutch pilots on board, and was amused with the free conversation he had with them: at the time the pilot reported that the Orange Flag was flying on shore, the Prince exclaimed with pleasure, "What," and then thanked him. Apparently possessed of every good quality, Providence has restored him to ensure the happiness of Holland. Lord Torrington waited on the Prince at the Hague on Tuesday, where he was most graciously received, and again was favoured with the grateful expressions of the Prince, for his attention, during the time he had the pleasure of being his guest.

* * *

MR. EDITOR,

THE accompanying *official* letter from Mr. Secretary Croker to Admiral Sir John Borlase Warren, respecting the action between H. M. S. Shannon, and the United States frigate the Chesapeake, never having appeared in print, I forward the same for your acceptance. D.

(COPY.)

SIR, *Admiralty Office, 9th July,* 1813.

I have had the pleasure of receiving and communicating to my Lords Commissioners of the Admiralty, a letter from Captain the Hon. B. Capel, of H. M. S. La Hogue, enclosing a copy of his letter to you, and of that of Captain Broke to him, announcing the capture, in fifteen minutes, of the United States frigate Chesapeake, of 49 guns, and 440 men, by H. M. S. Shannon.

My Lords have before had occasion to observe with great approbation the zeal, judgment, and activity, which have characterized Captain Broke's proceedings since the commencement of the war; and they now receive with the highest satisfaction a proof of professional skill and gallantry in battle, which has seldom been equalled, and certainly never surpassed; and the decision, celerity, and effect, with which the force of H. M. S. was directed against the enemy, mark no less the personal bravery of the officers, seamen, and marines, than the high discipline and practice in arms to which the ship's company must have been sedulously and successfully trained.

My Lords, to mark their sense of this action, have been pleased to direct a medal to be presented to Captain Broke:—Lieutenants Wallis and Falkner, who, in consequence of the wound of Captain Broke, and the death of the gallant first lieutenant, Watt, succeeded to the command of the Shannon and the prize, to be promoted to the rank of commanders; and Messrs. Etough and Smith to that of lieutenants; and my Lords will be glad to attend to the recommendation of Captain Broke in favour of the petty officers and men who may have particularly distinguished themselves.

You will convey to Captain Broke, his officers and ship's company, these sentiments of their Lordships, with an expression of their satisfaction at hearing that the captain's wound is not likely long to deprive his country of his valuable services. I am, Sir,

Your most obedient humble servant,

To Admiral Warren. (Signed) J. W. CROKER.

"*Quod petis hic est.*"[*]

MR. EDITOR, *Dover*, 20 *December*, 1813.

IN the P.S. of a recent letter from IRON GUN,[†] that correspondent says, he should be glad if you, Sir, or any contributors to the NAVAL CHRONICLE, would favor him by describing the difference between a "Torpedo" and a "Catamaran," in their construction, as also in the method of using them, and in the effect they are designed to produce. As I have had the pleasure of perusing the whole of your pages, as well as the honor of filling several of them, I feel both able and willing to satisfy the inquiries of IRON GUN: but, as a twice-told tale must prove tiresome to your readers, and would be a misemployment of the limited space in a periodical publication, I shall answer his queries in the most point-blank way; that is to say, first, by informing him simply, that the catamaran is the vehicle for conveying the torpedo to its destination; and secondly, by referring him for a more specific history and description of that implement of destruction, and its reviver, Mr. Fulton, to the following pyrotechnical articles in the NAVAL CHRONICLE: *viz.*—Bushnell's marine turtles: vol. xvii, p. 281. Fulton's steam boat: xix, 189. Vulcan's letter, dated Dover, 13 December 1808: xx. 452. Brontes, letter I.: xxii, 100. Submarine explosion: xxiii, 503. Pyrotechnic anecdote: xxx, 302.

In return, I beg IRON GUN, or any other contributing friend, to favor us with some information on the two following articles of intelligence extracted from the newspapers:—

Captain Thomas Dundas, R. N. is said to have invented a new description of inflammable balls, applicable for besieging a town, and peculiar for its small weight, by which means it may be thrown to a great distance; and it takes fire on a very curious plan: it spreads a flame in three distinct openings, which is so strong that the fire extends a full yard in length from the ball itself; and is so powerful, that any thing under, over, or near, cannot escape its effects.

Another projectile of a most destructive nature is now in agitation, which has been brought forward by a Mr. Fane; and was, a few months since, exhibited before the Lords of the Admiralty. It is a four-pound shot, wrapped round with prepared cotton, and made very hard, so as to appear like a large cannon-ball—on firing of which it has the usual effect of a cannon-shot; but the moment it starts from the cannon's mouth, it presents one solid mass of fire—and whatever it hits, whether rigging or hull of a ship, will immediately take fire.

I will just seize this occasion to add, that the following warlike experiments are said to have been made at Woolwich about the month of September, 1767, by a Mr. Cross, and found to answer; but were not adopted, for reasons unknown:—1. To fix gunpowder under the earth, to blow up when trodden upon. 2. The same under a gate, to blow up when the gate should open. 3. The same under the earth, to blow up when any thing laid thereon should be lifted up. 4. The same under the greatest building on the London side of the Thames, Mr. Cross to stand on the opposite side and blow it up without using match or train. 5. A moving battery, drawn by horses, to be made use of in battle, when 50 men would withstand 1000, firing cannon, small arms, hand-grenades, &c.*

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[*] HORACE.—What thou seekest is here.—Epistle 2d of 1st Book, addressed to Bullatius.—ED.

[†] NAVAL CHRONICLE: xxx. 416.

VULCAN.

PLATE CCCCIV.†

NANKA ISLES, in latitude 2° 23′ S. longitude 105° 48′ 30″ E. by chronometers from Batavia, are three in number, situated about 4 or 5 miles from the Banca shore: the middle one is low; but the large or great Nanka, next to Banca, as also the outermost or little Nanka, are moderately elevated: the former is high in the middle, sloping to a point at each end when viewed from the south, and is about 1½ mile in extent. Ships frequently touch here to procure a supply of wood or water, which may be conveniently gotten on the largest island: small ships may anchor on the north side of the island in 3½ or 4 fathoms, and large ships farther out in 5, 6, or 7 fathoms. The E. I. Company's ships homeward-bound sometimes anchor to the westward, where they fill up their water; for the Nankas are preferable for this purpose to the watering place at North island, on the coast of Sumatra. The ship St. Vincent, at anchor in 9 fathoms, Feb. 1801, had the extremes of the Nankas, bearing from N.b.W. to E.b.S. Monopin hill N.W. b. W. the third point on Sumatra W. ½ N. and the watering place E ½ N. distant 3 miles or more. Among these islands there are some rocks, and others stretch from them to the Banca shore, having only 2 or 2½ fathoms between them; so that there is no safe passage inside of the islands. From the western side of Great Nanka a reef projects about 2 cables-lengths, with rocks above and under water; but the N. E. side, where there are several coves with white sand, is safe to approach with boats: that, where the watering place is, consists of brownish sand, and the run of water may be seen afloat, when the tide is low; at other times it cannot be perceived without landing. There is also a run of water near the S.E. point of the island, which is not so good as the former. At these islands the tide rises about 12 feet perpendicular during the springs.

For the foregoing description of the Nankas, the Hydrographer of N.C. is indebted to James Horsburgh, Esq. F.R.S. The sketch, after which the plate has been engraved, is a contribution from the Right Hon. George, Lord Viscount Torrington, Captain R. N. S.

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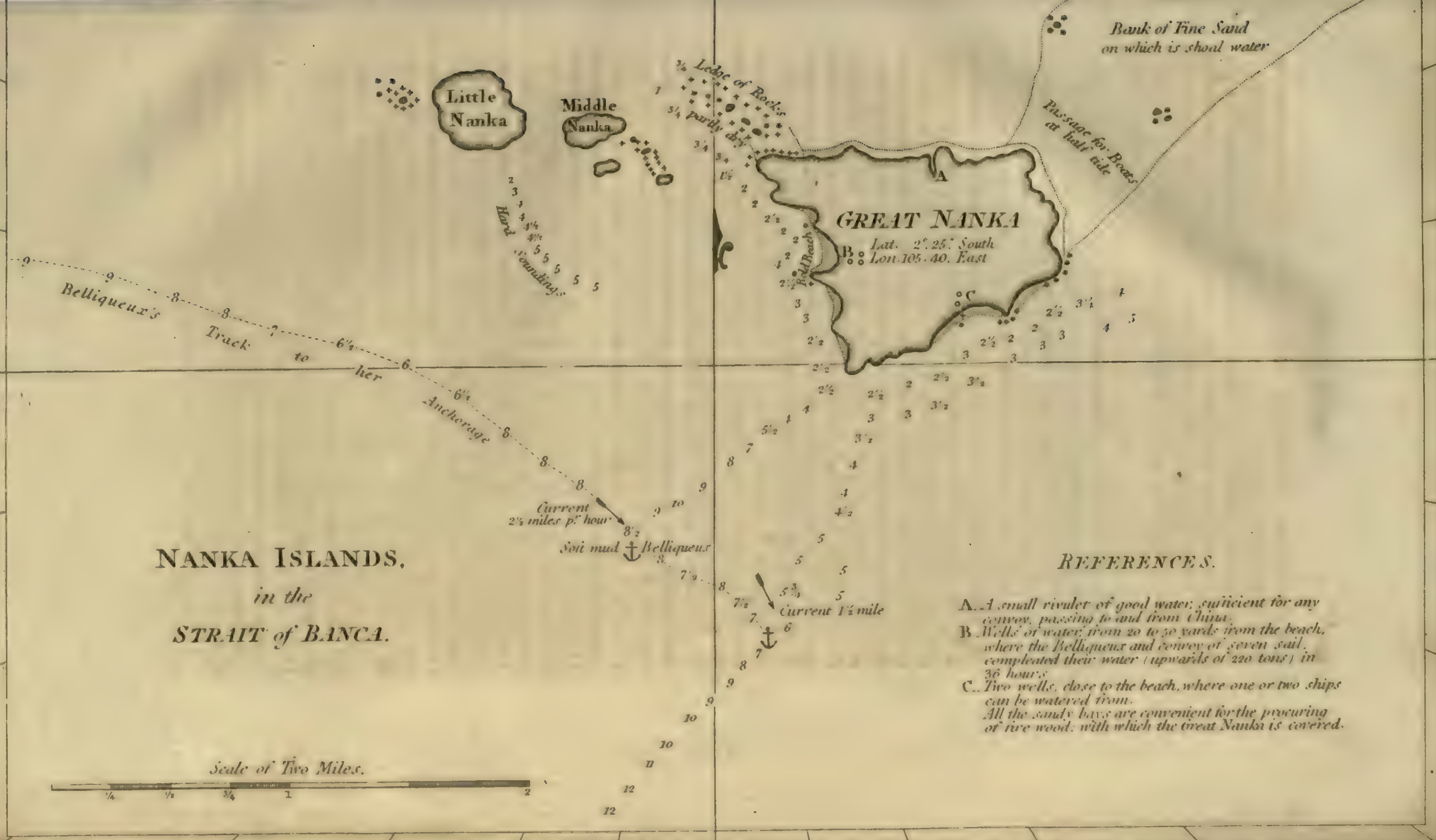
* *Quaere:* if some of these effects were not produced by means similar to those recently made use of by Mr. Congreve for the sub-marine bombs or torpedo.

† Our readers are referred for another account of this subject to p. 296 of this Volume.—ED.



NANKA ISLANDS,
in the
STRAIT of BANCA.

REFERENCES.

A. A small rivulet of good water; sufficient for any convoy, passing to and from China.

B. Wells of water; from 20 to 30 yards from the beach, where the Belliqueux and convoy of seven sail, compleated their water (upwards of 220 tons) in 36 hours.

C. Two wells, close to the beach, where one or two ships can be watered from.

All the sandy bays are convenient for the procuring of fire wood: with which the Great Nanka is covered.

HYDROGRAPHY, PILOTAGE, &c.

[COPY.]

SIR, *St. Petersburg, 20 September*, 1813.

HAVING read with much pleasure the different articles published in the Naval Chronicle under the head of Hydrography, I take the liberty to address unto the Hydrographer of your office, a chart of the Strait of Sunda, accompanied by a Memoir *justificatif*; requesting you to accept this trifle as an acknowledgment of the satisfaction which your valuable Chronicle affords to me.

In case you should not be possessed as yet of the late regulations respecting the light-houses in the Baltic, I enclose herewith a copy of an English translation made by me at the particular request of the author. The translator not being an Englishman, due allowance is to be made if the language should not prove to be very correct. If you permit me, I shall send you a few remarks on the English translation of my voyage round the world, published lately in London.

I have the honour to be, with much respect, Sir, your most obedient servant,

J Krusenstern

Mr. Gold. Captain of his Imperial Majesty's Navy.

ANSWER.

The Hydrographer of N.C. presents his respectful compliments to Captain Krusenstern; and in making this public acknowledgment of his liberal contribution as above, begs leave to assure him, that both the articles he has been pleased to transmit shall meet with the most prompt insertion in the hydrographical section of the Naval Chronicle that the arrangements of this work can admit. The same distinguished navigator is also hereby informed, that the Hydrographer is in possession of a valuable contribution from Captain Lord Viscount Torrington, R.N. relating to the subject of Captain Krusenstern's memoir; which documents will mutually assist towards producing materials for a more correct survey of the Strait of Sunda than any now extant. The Hydrographer also takes the liberty of referring the worthy officer to page 39 of the last preceding volume of this Chronicle, for a preliminary notice of the alterations made in the light-houses on the Russian coasts of the Baltic during the last five years, under the direction of Captain Spafarief; whose new guide for the navigation of the gulf of Finland thereby becomes the more acceptable and seasonable.

S.

EUROPE.

NORTH-BRITAIN.

CAR ROCK IN THE FIRTH OF FORTH.

THIS danger lies about 1¼ mile eastward from Fifeness. It is directly in the track of vessels entering or leaving the Frith of Forth, in coming from or going to the north of Scotland; and it is a fact, that on this rock no fewer than four vessels were either stranded or totally lost between November and February last. The Bell Rock * was formerly the dread of the mariner, and to avoid it he kept a good offing; but from the erection of the light-house on that rock, it has now become his most certain guide (the coal light on the May Island still remaining unimproved). It is possible that the confidence thus inspired by the Bell Rock light-house, may have led some vessels incautiously to approach Fifeness, till they were unexpectedly ruined on the Car. However this may be, the Car Rock now remains the only considerable obstruction to the navigation of the Frith. The frequent occurrence of accidents at this point did not fail to attract the attention of the Commissioners for Northern Lights several years ago, and induced them to cause a very large buoy to be moored close to it; but, notwithstanding that a very strong iron chain and a most ponderous mushroom anchor were employed, the buoy was torn from its moorings by the winter storms, and this plan completely failed. The Commissioners, though foiled in their first project, have not been discouraged from another and more important effort. They have resolved to attempt the erection of a solid conical beacon of stone on the highest part of the Car Rock. This must prove an undertaking more difficult even than the erection of the Bell Rock light-house itself; on account chiefly of the small dimensions of the Car Rock, and its low situation in the water, as well as the circumstance that the slightest wind, especially easterly, produces a swell off Fifeness, which must render the landing of workmen impracticable.

In the neap tides, the highest point of the Car Rock is hardly visible at low water, and very frequently it is not at all uncovered. At the lowest ebb of spring tides, the uncovered portion of rock measures about 70 feet in length, but only 20 in breadth. At the flood of spring tides there are from 12 to 16 feet of water over the highest part. The rock consists of a mass of sandstone, and appearances indicate it to be a continuation of a ridge, formed by a thick bed of sandstone, visible ashore at Fifeness. A considerable part of the foundation of the projected stone beacon has been excavated. It is only at the lowest ebb of two or three of the greatest spring tides, and for about two hours each tide, that the workmen can proceed with the levelling. It is expected, however, that the foundation course will be laid this season, or that even two or three layers may be accomplished. It seems likely that the building will be completed in another season; but the work must go on much more slowly than at the Bell Rock, where the temporary lodging-house and smithy, erected on the rock itself, greatly forwarded the operations. A sandstone quarry has been

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* N.C. xi, 37, 73. xviii, 154. xxii, 361. xxiv, 198. xxvii, 399.

opened in the neighbourhood of Pitmilly, about five miles distant; and excellent stones, of great size, have here been procured. An old house, belonging to the Earl of Kellie, has been fitted up for the workmen at Fifeness, and the successive layers of the beacon are there in preparation. The stones of each course are dovetailed into each other, and the several courses are bound together with juggles of stone, so that the whole beacon will form one solid and connected mass of masonry. The base course is 18 feet in diameter, and the cone is to taper upwards, till the breadth at top does not exceed six feet. The height of the beacon will then be 40 feet.

Oct. 1813.

AMERICA.

ESPANOLA—(OR) SAINT DOMINGO.

ANSE DE NAULT.

The Bay de Nault lies on the west side of St. Domingo, in latitude 18° 15′ N. and is about three leagues to N.N.E. of Iros, or Irish Bay. In running along shore from the northward, it is necessary to keep a look-out for the *Baleine*, or Whale, a flat rock appearing just above the surface of the water; when the breeze is strong, the sea breaks high over it: in passing outside, within half a cable's length of it, there is from 11—10 to 7 fathoms water, hard bottom; the anchorage bears from this rock S.S.E. ½ E. about 2 miles distant. The northern point of the bay is a remarkable bluff, the cliff of a redish brown colour, having much the same appearance on both sides. On rounding this point at the distance of two cables' length, the town is opened to view. It consists of a great number of small buildings, situated in an irregular manner along the beach, which forms the head of the bay, having fertile land with a gradual acclivity forming in its rear; interspersed here and there, are spots of wood and shrubs; the soil appears to be generally of a red clay, but layers of black mould are seen, and near the shore the ground is composed of a yellow bitumenous earth: behind the town there is a peaked mountain, bearing centrally from the anchorage E. b. N. ½ N. and which forms a leading mark for vessels to be guided by when standing into the bay. The best bearings for anchorage, are the north point, N. b. W. Point des Iros, or the southern point, S. b. W. good sandy bottom, with 5 fathoms water, quite clear, distant from the town about ¾ of a mile; this anchorage is open to the S.W. and N.W. winds, which are said to blow very strong at times. There is a small rock lies between these bearings and the north shore; but I could not ascertain its exact position, as I had not the use of a boat whilst we lay there.

MANSENELLA BAY.

Mansenella Bay lies at the bottom of the bight formed by Cape *François*, and Monte-Christo; it is both wide and deep. In running in for the anchorage, vessels should keep the weather point on board, as there are not any soundings to the southward; and when *Monte Christo* bears N.E. and the sandy point W. the anchor should be let go, the depth of water will be ¼ less 7 fathoms, soft green muddy bottom; the peak of Cape *François* will then bear W. ½ S. and the extremity of the high land of the Cape will be in one with the point of the bay, *Port Dauphin** S.W. b. W. and the village at the southern part of the bay S. ½ W. the river *du Massacre* lies between the anchorage and the village; it is necessary to go up this river four or five miles before good water is found, and care should be taken to avoid the bar at its entrance in returning with loaded boats, by keeping over the south side, or larboard hand; the launch of H.M.S. Desirée in 1804 upset on this bar, by which unfortunate accident one seaman was drowned, and the others with difficulty saved. Good white sand may be procured two or three miles outside the point to the northward; brooms are to be cut from the bushes on the point, and excellent boat knees from the Mangrove trees that line the bay.

ISABELLA BAY.

Isabella point is the northernmost land in the island of St. Domingo. The bay of that name lies to the westward of the point, and is open to the north and N.W. winds; off the point there is a reef about a cable's length; in running in, the soundings are from 8 to 7 and 5 fathoms, muddy bottom. The bearings for anchoring are, the Point† N.E. b. N. the high land appearing aback, or in the interior at the bottom of the bay, E.S.E. Pidgeon River S.E. High peaked mountain to the southward S. b. E. This place is famous for being the first that Christopher Columbus settled in the island of St. Domingo on the 8th of December, 1493. Pidgeon River lays on the south shore; good brooms are to be cut on its banks, likewise the white wood for repairing boats.

NICHOLA MOLE.

In running in for Cape Nichola Mole, and keeping the weather‡ shore aboard, there will not be any soundings with the hand lead, until you get abreast of the fort which commands the entrance (Fort George, built by General Ford). You will have at the first cast 10 fathoms, then ¼ less 10, 9, 5, 5¼, 5½, 6, ¼ less 7, 7¼, 8, ¼ less 10, 13, then no bottom until you edge over within a cable's length of the town beach; at this distance, immediately in a line with the guard-house, you may let go your anchor in 14 fathoms; veer to half a cable, and there will be 11 fathoms forward, and 9 abaft, with a bottom of soft grey sand and broken shells: this, however, is by no means a safe spot to anchor a large vessel; and as there is but another off the west point of the *careenage* in 13 fathoms, where you are liable to drag off the bank, I would advise all officers commanding his Majesty's vessels to anchor in the *careenage* above the sandy point on the eastern shore, if they intend remaining more than a day there. The Mole is a very bad place to water at. J. E. 1810.

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* Port Dauphin may be easily known by observing the position of two hummocks forming a little to leeward or to the westward of its entrance, where there is a battery, which, however, cannot always be made out.

† In speaking of *the point*, many people may naturally be lead to ask whether there may not be two, and consequently should be distinguished by their positions: but the two bays above spoken of, have only one point distinguishable, the land trending away to the westward without projecting sufficiently to form any boundary or point.

‡ To these remarks it must be observed, that the sea breezes blowing extremely regular in the West Indies, not varying but one or two points during the whole year, the weather side of harbours, bays, &c. always continue the same, in consequence of the wind blowing continually from one point: therefore the words weather side or shore is generally used in a permanent sense.

RODRIGUES.

Remarks, &c. 5th August, 1809.

This island,* formerly called Diego-Rays, lies nearly E. and W. is situated in latitude 19° 44′ S. and longitude 63° 12′ E. from Greenwich; † is mountainous, and so high as to be seen 18 or 20 leagues in clear weather. It's appearance demonstrates that it has undergone some uncommon convulsion of nature: the face of the country towards the sea presents a barren and dreary prospect: huge masses of stone, which have been thrown from the heights, cover the minor hills, with trees and herbage shooting forth between the fragments. The vallies toward the sea, although not extensive, are well wooded, covered with long grass, and have small rivulets of excellent water running through them. On ascending the nearest summits, the eye is immediately relieved from barren scenery, by a fine fertile hilly country for several miles; part of which has been cleared and cultivated by three French families, possessing about ninety slaves, who were the only inhabitants on the island at the time of our arrival. Citrons, oranges, and limes, grow abundantly in many parts of the island; and we were told that it's soil is capable of producing both European and tropical plants: my own opinion corresponds with this assertion of the inhabitants. If once settled and cultivated, it may become a place of consequence to our commerce, for ships of war and those of the East India Company to touch at. It has a tolerably good harbour; which might be made more convenient at a small expense, by running out a mole or pier for the purpose of watering, &c. In a military sense this island is strong by nature, being almost surrounded by reefs of coral rocks, extending out three, four, and five miles on which the sea breaks. The east end alone wants this natural barrier; but that being to windward, no boats, in my opinion, could land in safety; the shore about the harbour is the only practicable landing place, and that may be protected easily. The shores abound with good fish of different descriptions, which are caught with a sein net: our boat while fishing here for several days used, in the course of a few hours, to take as many as served 2 or 3 lb. a man to the ship's company. Though some of the fish caught with a line and hook in deep water are said to be of a poisonous quality, we found no ill effects from several caught in this manner.

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* See N. C. xxix, 306, for a comparative description of Rodrigues, from the authority of James Horsburgh, Esq. F.R.S.

† According to the "Requisite Tables" the geographical site of Rodrigues is 19° 40′ 40″ S. 63° 9′ 15″ E. its difference of time from Greenwich being 4h. 12 m. 37 s.—(HYDROGRAPHER.)

Answers to standing queries.

I. Geographical site of Mathurin bay :—⊙ observed altitude l. l: 53° 4′ 15″—error of sextant 45″=53° 3′ 20″—H. D. 24 feet 4′ 40″+S. d. 15′ 48″=⊙ apparent altitude 53° 14′ 38″—refraction 37″=⊙ true altitude 53° 14′ 1″ Z. d. 36° 45′ 59″—⊙ declination 17° 3′ 11″+correction for 63 E. 2′ 58″ N.=19° 39′ 50″ latitude S.

Longitude by mean of 3 chronometers	63° 12′	E.
Variation of compass by amplitude	9° 19′	W.
Variation by azimuth	9° 28′ 30″	W.

II. I would recommend ships making Rodrigues to get into the latitude of 19° 40′ S. by the time they get into the longitude of 62° E. there being generally a strong westerly set: then steer W. b. N. (there being 1 point westerly variation 15 leagues off the island), till you make the land; and as you approach it keep for the N.E. end of the island where the harbour lies: no danger to be apprehended till you see the reefs, which always break; by that time you will discover a small round island called Booby, lying about 2 miles off-shore, and to leeward of the harbour: if intending to go through the western channel, run down outside the reefs, taking care not to bring Booby island to westward of W.S.W. or shutting in the N.E. point of the island with the E. point of the harbour, nor running into less than 15 fathoms, till you see a remarkable peak, that is over the harbour, a little open to westward of a small wooden house on the beach bearing S. ½ E. that course will lead you in through a safe channel between the west end of the middle shoal (whereon a black buoy is now placed) and a small patch of coral that lies ¼ mile W.N.W. of it (whereon is placed another black buoy), in which channel is from 12 to 17 fathoms, till Diamond island touches Diamond point; then haul up S.S.E. for the anchorage, till the said island is open with the E. point, and the peak S. b. W. to S.S.W. or on with fort Duncan (which had begun to be built when we left the anchorage) in 13, 12, and 11 fathoms, good anchoring ground of blue clay. There is another channel to the eastward of the middle shoal; but it is not a safe one without being well buoyed, as the soundings are very irregular: doubtless, from its being to windward, the master-attendant will avail himself of an opportunity for buoying it throughout. The extensive reef which forms the western side of the harbour is steep-to, and dries in several parts at low water spring-tides. The middle ground or shoal is a complete bed of rocks and coral; parts of it are dangerous, having only 2 and 2½ fathoms, with 6, 8, and 10 close-to; therefore I recommend ships of burthen going through the channel first described, instead of blundering through this, as some vessels have done. Pilots are necessary, as the navigation is intricate for strangers; and if it becomes an English settlement, no doubt some persons will be qualified for that purpose. There is an anchorage outside of the middle ground, where a ship may stop for a few hours, in 12 and 14 fathoms course ground, sand and coral, with the peak bearing S. b. W. or S.S.W.

III. The best and most convenient anchoring ground has been sufficiently described above: this island being situated between the tropics where the S.E. trade-winds prevail, and the harbour being on the lee side of the island, the water is in general smooth without surf; but the harbour is open to the sea from E.N.E. to N.W. You land in ship's boats with perfect safety close to the beach at high water spring-tides; but rather inconveniently at low water, as a flat of sand and small coral extends from the shore 300 yards into a deep narrow channel. Over this flat there ought to be a pier projected, which would be found convenient for many purposes: then even small vessels could go in, and load or unload. Winds from the quarter the harbour is open to would render the anchorage unsafe: but I have been told that variable winds occur only during the hurricane months from December to April, and then but seldom. All the rest of the year squadrons or fleets may anchor in safety. For several days previous to our making the island, we had a westerly current at the rate of 12 and 14 miles a day; but we were informed that the currents around the island are changeable. During our stay the ship was always wind-rode, though sometimes very little: the tides are weak; but we observed the flood to set eastward, and the ebb westward. High water by the shore, at full and change ☾, 45 m. past 12 o'clock: it's rise from 5 to 6 feet spring tides, and 3 feet in the neaps.

IV. Wood, in any quantity, is easily procurable by mere manual labour. Water also to be had in abundance, even for a fleet; as every valley connected with the harbour has its stream, and these being abreast of the ships are of convenient access.

V. Provisions:—None at present. Refreshments for the sick, such as oranges, citrons, limes, &c. may be had: and the shore about the harbour offers a plentiful supply of excellent fish.

VI. Previous to our leaving the harbour, the commandant, Colonel Keating, had commenced building a fort, which was to mount ten long 12 pounders: its situation, on a spot of ground elevated 50 feet above the sea, appears well chosen for the defence of the entrances of the harbour.

VII. Trade and shipping:—None.

VIII. Inhabitants:—Three French families, with about 90 slaves: their religion (if any) I am unacquainted with. G. B.

ASIA.

BAY OF BENGAL.

Ship Charles Baillie, December 14, 1812.

* By very satisfactory observations of the pole star, as well as meridian altitudes of other stars, determined the latitude of the ship at 5 h. 30 m. A. M. to be 11° 58′ N. Had been keeping a good look-out for Barren

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* The above observations, made in passing up the eastern side of the Bay of Bengal, have been obligingly communicated by the author. We gladly present them to our readers; convinced that, in seconding such laudable endeavours, we are aiding the commercial interest of the public, and at the same time discharging one of our first duties.

Island, which was observed at 5h. 48 m. bearing N.N.E. being a point on the lee bow—its distance by after calculation found to be 6 leagues, although from its height and the boldness of its extremities it did not appear to be half so distant. At 7 h. its extremities bore N. 25° E. and N. 36° E. respectively. At 8 h. 30 m. observed a peak near the centre of its summit, which was perceived to be volcanic, from a thick smoke which issued from it at intervals. Passed to the westward and to windward of the island (having the wind at W.N.W); and were enabled, from the steady breeze we had, the fineness of the weather, and the near approach we made to it when abreast, to determine pretty nearly its dimensions, appearance, and its position with regard to its latitude.—At 10 h. its appearance was much changed, and its extreme bearings were N.E. b. E. ½ E. and E. The following method was adopted to determine its relative proportions, &c.

At 10 h. 30 m. the crater of the volcano bore S. 73° E. and at the same time subtended an angle with the horizon of 3° 9′. At noon it bore due south, and the intermediate run being as carefully measured as possible, and reduced to feet, was 34,065—on the true course N. 27° 30′ E. With these data, found the distance of the crater at 10 h. 30 m.=16,448 feet=2.705 nautical miles; and at noon=35,024 feet=5.76 miles. Found, with the first distance and angle of elevation, the height of the crater above the level of the sea=904 feet—and the side of the volcano being observed to

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* Barren island, in latitude 12° 17′ N. longitude 93° 54′ E. or 4° 24′ W. by chronometers measured, in 1803, by Captain Horsburgh, from the S. end of Jan-Seylan (vulgarly called Junkseylon), and, in 95o 54′ E. by Captain Hall's chronometers in the Worcester (1795) is high, of an even appearance, when viewed at a considerable distance, and may be seen upon deck from 12 to 15 leagues. It is of small extent, covered with trees, except near the crater of the volcano. It was not generally known that Barren island was in an igneous state until 1791, when the ship King-George passed close to it, and the crater, with a quantity of very white smoke, was perceived. Since that time it has continued in a volcanic state, subject to violent eruptions in the S.W. moonsoon, or rainy season. In November, 1803, the volcano was observed to explode regularly every 10 minutes, projecting each time a column of black smoke perpendicularly to a great height; and, in the night, a fire of considerable size continued to burn on the E. side of the crater, which was then exposed to view. The crater is large, nearly in the middle, or rather towards the N. side, of the island, and only seen from that side: close to it, on the W. side, there is a small hill; but the outline of the island seems not to have altered in 12 years, although the volcano has been subject to great convulsions, and the volcano is of large dimensions, compared with the island's extent. The ship Thetis made it in 93° 53′ E. and the Mornington in 93° 54′ by chronometer from Penang (Prince of Wales' island). Captain Almes, who landed on it in 1801, found no soundings within 10 yards of the shore; he saw no runs of water; but fire-wood could be got with difficulty. With Barren island bearing N.N.W. 5 or 6 leagues, there is said to be a bank, where Captain Sharrington, in the ship Bahar, saw the rocks alongside, and had 4 fathoms water: but this account is become somewhat doubtful; because no signs of a shoal-bank in the situation described, have been discovered for many years.—(Hyde.)

form an angle with the horizon of very nearly 40°, thence deduced the length of the side 1,406 feet—& $\frac{\text{base crater}}{2}$ =1,077. Estimating the crater at nearly ⅛ the side, it will be 175 feet, and the whole base=1,330. The island being by estimation 3⅛ times the length of the base of the volcano, is 8,155 feet=1.34 mile long, N. and S. Having had a very satisfactory observation of the sun's altitude on the meridian, and found the latitude 12° 21′ 56″ N. (by subtraction of the second distance), the latitude of the crater is deduced 12° 21′ 56″ N. (by subtraction of the second distance) the latitude of the crater is deduced 12° 16′ 10″, which being about ⅖ the length of the island from its north extremity, leaves 12° 16′ 42″ N. and 12° 15′ 22″ N. as the respective latitudes of the north and south ends of the island. As the latitude differed five miles from that given in an old Directory (the only book of reference on board), the log was worked carefully back from noon to the times at which the two extremities of the island bore each east, and was also brought on forward from 4h. 5h. 20. and 5h. 30. A.M. times when the latitude was satisfactorily obtained from altitudes of the pole star, and that of Dubhe on the meridian, all of which produced the same latitude for the island as that found by the above computations. The preceding deductions, it will be immediately seen by the mathematical navigator, are not advanced as positively true, but are made in order to furnish a more correct idea of the respective dimensions of the island, &c. than can be well formed from mere estimation. Could the original base have been determined to perfect certainty, dependence might have been placed on the results as very near the truth, after the several data had undergone a more rigorous correction; as every circumstance otherwise was favourable for such measurement. Still, besides the general idea which may be formed from them, the height of the volcano, which is the nicest in determination, and which affects all the other deductions, is not supposed to be very materially wide of the truth.

The following remarks, noted down between the observations, while passing the island, may assist in completing the idea of it already given. The island is composed of a very large mountain, rising boldly out of the sea, of the form of an amphitheatre, having an entrance open to N.W. b.W. and a volcano occupying the centre. The volcano is encircled by the mountain, and its summit can be seen only nearly level with the higher parts of the mountain, except on the N. W. side, where the break in the mountain exposes its interior side, as well as the whole of the volcano, to the view. When seen in this direction, its appearance is most interesting, and a much better idea can be formed of it than when it has any other bearing. The mountain is nearly of an uniform height, except the N.W. part of it, which is lower than the rest. The interior side of it is precipitous, furrowed thickly and regularly from top to bottom; the furrows apparently filled with ashes or other volcanic matter; and the intermediate ridges exhibiting a parched and scanty vegetation. On the declivity of the south side of the entrance, and on the ridge and inside of the northern lower part of the mountain, the volcanic matter appears distributed in larger quantity than elsewhere; and these parts are entirely void of vegetation. The southern half of the mountain appears to have a double ridge; the interior one regular; the furrow between them mostly filled with volcanic matter; and the exterior one broken in many places, through which the volcanic substances have rolled in considerable quantity from the furrow down the exterior side of the mountain. This side is also precipitous, but less so than the interior; forming angles with the horizon of from 30°, to 50°, or 55°, considerably furrowed, and covered with shrubbery and small trees on the sheltered side of the furrows. The vegetation appears to be stronger, and the trees larger in proportion to their remoteness and shelter from the influence of the volcano. The north and west ends of the mountain appear the boldest; on the south end appears a beach of black (most probably volcanic) stuff; but whether it is there accessible is problematic. On each side of this beach the sea was observed to break, but not violently. The S.E. end of the mountain appears to extend rather more considerably from the ridge to the sea than elsewhere.

In the centre of this amphitheatrical mountain rises the volcano—its height nearly equalling that of the highest part of the mountain, its shape perfectly conical, its side forming an angle of 40° with the horizon; and the diameter of its crater about   the length of its side, considered as produced to the horizon. It appears as smooth and conical, as if it had risen to its present bulk by the constant pouring of gravel or other loose matter in one place. And if it has not been altogether accumulated by a similar operation of nature, it may be fairly presumed that its sinuosities and fissures have been filled up, and that its surface has assumed its present form from the internal matter, which has been least acted upon within, and has been emitted during its eruptions with the least strength; just clearing (to use a sea phrase) the edge of the crater, and rolling down the sides. It appears composed entirely of loose stones or lava of small size, and dark brownish colour, except in one place, about ⅔ the height of the volcano, where it seemed to be rocky; on the S.W. side also of the edge of the crater stands a large piece of rock, with several others lying near it. Two apertures were also perceivable about ⅔ its height on the west side, out of one of which smoke issued at times. When the crater bore S. 30° E. smoke was seen issuing from the N.E. or rather east side, about ⅓ its side below the crater, and when it was brought to bear south westerly, it was observed more distinctly, and appeared to be emitted in nearly the same quantity, and at about the same intervals, as from the crater itself; from which it issued every eight or ten minutes, and was ejected with lava, &c. to a height above its edge, equal to its semi-diameter. Before we had it with the last mentioned bearing, our distance had increased, so that we could not discern with our telescopes whether any lava proceeded from these apertures, or from the crater down the east side of the mountain. It is probable that the lava is frequently emitted in that direction; as round the bottom of the volcano, and from that to the sea by the north westerly entrance, it appeared to be of considerable depth, and of a very dark colour, so as to be at once contracted as distinct from the volcanic matter on the sides of the volcano and elsewhere, being perhaps the more metallic part of the substances ejected by the volcano, or such as having been exposed to a greater degree of heat during the more violent eruptions, have been completely vitrified, and become solid in their progress to the sea. Whether the whole island may not have been entirely of volcanic origin, appears to be questionable; but the rocks, which can be perceived bare on the exterior northern side, are disposed in what geologlists call primitive strata, which seems to disprove that conjecture. The quantity of mountain ridge which is bare, as well as the sides of the volcano itself, lead to suppose that there the internal parts are so extremely heated, as to check completely all commencement of vegetation; or that the eruptions have been of so short a date, happen so frequently, or are so violent when they happen, that vegetation has not had time to extend itself over every part.

Such are the few observations which I was able to make while passing the island. I have been since informed, that, when passed in the night, it has been observed burning with violence; and, at short intervals, projecting flames and lava to a considerable height. W uld the operations of nature provide sufficient materials for constant combustion, and act upon them as regularly, it would be an acceptable gratification to the mariner that traverses those seas, who would hail it as the most superb lighthouse in the world; and the classical philosopher might deem it worthy to call up the shade of Longinus to illustrate its sublimity in as sublime an eulogium, as he has done that of Homer's poetical description of the convulsions of the universe during the conflicts of the Gods.

Should chance or inclination, assisted by favourable circumstances, lead any philosopher there, who makes nature his study, and delights in tracing her phenomena in their originating causes, he would certainly, in my opinion, have a fine field for observation and experiment. A good landing could surely be effected somewhere* on the south side, where, from the greater degree of vegetation, and size of the trees, it seems sufficiently safe and sheltered, and, by prosecuting his researches and courses of experiment with diligence as well as caution, he might be able, in a short period, to procure a great deal of personal gratification, and, perhaps, contribute, by his enquiries and discoveries, to the extension of science. This may be considered however, by most people, as the project of a heated imagination. At all events, it is sufficient for the seaman, as well as it is, perhaps, his implied duty, in the present flourishing state of society with regard to scientific research and improvement, to point out to the public such objects subjected to his observation, as may appear, in any shape, worthy of remark.

JAMES MACKENZIE.

Ship Charles Baillie, Dec. 15, 1812.

Made the Island of Narcondam,† and took a considerable number of observations when between 24 and 17 miles from it, in order to determine its position, &c. which were made, however, under less favourable circumstances, and were less accurate in their results than those which were afterwards obtained. At 11 h. 30 m. tried the current, and found it setting N. 26 W. a little more than half a knot *per* hour. Found also the variation both by amplitude and azimuth.

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* It appears from Horsburgh's Directory, that the island has been landed upon and partly examined in quest of wood and water.

† Narcondam, in latitude 13° 24′ N. longitude 94° 12′ E. bears N. 14° E. from Barren island, distant 70 miles, by observations taken when passing between

December 16.

Were to the northward and westward of the island in the morning; and, having the wind at N. and N. b. W. passed to windward of it during the forenoon, at a steady rate; keeping the same course, and paying the utmost attention to the steerage. The bearing of the peak was taken as accurately as possible at 8h. 9h. 10h. 11h. and 12h. and the angles it subtended with the horizon at the four last periods respectively, which were as follow: Bearings S. 58° W.—S. 47° W.—S. 30° W.—S. and S. 34° E. and angles of elevation 1° 53′—2° 34′—3° 10′ 30′ and 2° 50′—The course, corrected as carefully as possible, was S. 84° W. and the distances run measured with the greatest attention, and augmented proportionally according to the set and influence of the current found yesterday, 4 miles—3.4. miles—4.3. miles—4.3. miles—3.5. miles.

	VIII.	IX.	X.	XI.	XII.
	AN	BN	CN	DN	EN
In ABN	12.616	9.190	----	----	----
In ACN	12.752	----	6.910	----	----
In ADN	12.665	----	----	5.583	----
In AEN	12.634	----	----	----	6.272
In BCN	-----	9.194	6.999	----	----
In BDN	-----	9.247	----	5.595	----
In BEN	-----	9.208	----	----	6.276
In CDN	-----	----	6.763	5.501	----
In CEN	-----	----	6.775	----	6.211
In DEN	-----	----	----	5.526	6.225
Means	12.667	9.210	6.862	5.551	6.246—

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them; and Captain Hall made it 94° 11′ E. by chronometers. In some charts it is placed 1° 48′ E. from the nearest part of great Andaman; whereas, according to Mr. Horsburgh, it seems to be only about 22 leagues distant. In a ship close to Jackson's ledge off Landfall island, with 21 fathoms water, Narcondam was in sight from the mizen shrouds; and the same day when the latitude observed at noon was 12° 55′ N. Andaman, seen from the deck, bore from W b.S. ½ S. to W.N.W. gap of Saddle mountain, W. b. N. ½ N. Narcondam, N.E. ½ N. and Barren island, not much elevated above the horizon, S. b. E. ½ E. Narcondam, like Barren island, is of small extent; it may be seen about 14 or 15 leagues upon deck, being higher than Barren island, and appears in the form of a pyramid or truncated cone. Close to it on the E. side there is an islot or rock, and another at the S. point; but it is bold and safe to approach all round.—(HYDR.)

From which with the angles of elevation, the height of Narcondam Peak, is found above the respective Horizons.	1841 *ft.*	1869 *ft.*	1870 *ft.*	1878 *ft.*
Parts of actual height under the horizon at the respective distance, allowance being made for 12 ft. ht. of the eye.	27 *ft.*	9 *ft.*	3 *ft.*	6 *ft.*
	1868	1878	1873	1884

true height and grand mean 1876 feet; which may be assumed as the height of the peak; and is considered as near the truth, being deduced from so many triangles projected from observations taken under very favourable circumstances.—At noon, the latitude was found, by a very good observation, to be 13° 29′ 42″ N. from which, by applying the difference of latitude found by the above distance, the latitude of Narcondam Peak is 13° 24′ 53″ N. The island is extended in its greatest length, nearly in a N.E. b. N. and S. W. b. S. direction, about 5 times the height of the peak; and is consequently 1.542 miles long, and its greatest breadth, at right angles to that direction, is about 2⅔ the height of the peak = .822 mile. When the peak bears S. b. W. the island has the most regular appearance; being then a pretty correct frustum of a cone, its base and greater diameter 2⅔, its height and its least diameter ⅕, its base also equal to ⅕ its side or slant height. Resolving it by these as a regular figuro, the island would contain nearly 300 millions of solid fathoms, and 560 acres of surface; which are evidently, from attending to its different appearances, considerably short of its actual superficies and contents. It is entirely covered with wood, and has uniformly the appearance of a strong and luxuriant vegetation. It thus presents a much more cheerful, though still a less interesting aspect than Barren Island. Its use to the mariner from its position, &c. is considerable, and a knowledge of its height, and respective appearances at different distances might enable him to take his departure from it to considerable certainty; without losing time in making a very near approach to it, and every seaman knows how greatly he may be deceived in the mere estimation of distance. Might it not also be of great utility to the mariner, in a view in which it does not seem to have been already taken? From its appearance, there can be little doubt of its being well supplied with fresh water, the sea distributed around must preserve it in considerable temperature, and the trees and thickets seem to afford excellent shelter for domestic animals; might not public spirited commanders (and certainly there are many such), on any opportunity that occurred, land a small portion of their live stock, in such a situation as appears most fitted for furnishing them shelter, and subsistence, and contributing to their multiplication; taking into consideration also its facility of access, and such circumstances as would tempt the animals to remain in its vicinity, at least till their increase had compelled them to extend themselves farther? Ships, in want of stock, might there procure it without retarding their passage, as it seems to be generally made for a fresh departure, and it might happen, that the benevolent person who first planted the rudiments of the brute colony, might, on his second visit, find the island filled with its progeny, and reap the ample fruits of his benevolent intentions, while the idea of the benefit being so generally extended, would render every morsel, eaten under such circumstances, doubly delicious.

From the above found height of Narcondam Peak, it will be seen in the horizon to a person on the deck of a small ship at the distance of 18 leagues, and may be seen 22 leagues off from the topmast head of a line of battle ship. Had the following opportunities of applying the above deductions. At 6h. 45m. A.M. December 17th, saw Narcondam, bearing due E. and having between ¾ and ⅘ of its altitude, sunk under the horizon; from which its distance was computed equal to 48. 6 miles; allowing ¼ the intercepted arch for the effect of terrestrial refraction. At the same time, the north east end of the great Andaman Island bore S. W. b. W. and distant by estimation 17 miles. From these bearings and distances, found the bearing of Narcondam from the north east extremity of great Andaman, N. 81° 26′ E. and distance 64. 92 miles=21. 64 leagues. Again December 19th, at 10 A.M. saw Narcondam, E. ½ S. about the same height above the horizon as before on the 17th, and consequently at the same distance. Were able to determine our latitude at the time very exactly from former observations and bearings of the different remarkable objects among the small islands to the northward of the Great Andaman; as well as back from noon, which was 13° 29′ 20″ N. from which with the difference of latitude and bearing, the distance produced was 48. 46 miles: coinciding nearly with that found before; and falling much nearer than was expected, or was even necessary to prove the utility and ease of applying the above method.

Query.—Might not the true heights (accompanied with accurate delineations at different accessible bearings) of head-lands, islands, and other remarkably elevated objects in general, be of greater service, and contribute more to the certainty and extension of nautical knowledge than seamen in general have been accustomed to imagine?

JAMES MACKENZIE.

Marine Law.

A COURT MARTIAL was holden on board H.M.S. Hibernia, off the Rhone, on the 1st of September, 1813, for the trial of *Edward Jones*, ordinary seaman of H.M.S. San Josef, for "Drunkenness on or about the evening of Saturday, the 28th of August." The charge being proved, the Court, in consideration of the prisoner's former good character, only sentenced him to receive 72 lashes alongside the different ships of the fleet.

A court martial was holden on board H.M.S. Hibernia, off the Rhone, on the 2d of September, for the trial of "Mr. John Baker, midshipman of H.M.S. Mulgrave, who had been detected in an attempt to obtain money by forging the endorsement of Lieutenant Thomas Trimmer to a bill of exchange; and this scandalous conduct having led to a suspicion he might be a party in the many robberies which have occurred in the Mulgrave, his chest was searched on the 5th of August, and some clothes belonging to Mr. R. S. Triscott, a midshipman of the Caledonia, were found concealed in it, as well as some other articles belonging to persons in the Mulgrave." The charges being proved in part, the Court sentenced the prisoner to be dismissed from his situation in his Majesty's service, to be rendered incapable of ever serving his Majesty, his heirs and successors, as an officer or petty officer, and to be imprisoned twelve months in solitary confinement, in such prison of his Majesty as the Lords Commissioners of the Admiralty shall direct.

A court martial was holden on board H.M S. Hibernia, off the Rhone, on the 4th and 6th days of September, to inquire into the conduct of Lieutenant Thomas Gahagan, of H.M.S Mulgrave, and try him on a charge of negligence, specified in a letter from Captain Maling, of the said ship, stating, that on or about the night of the 22d of August, the Mulgrave being with his Majesty's ships Berwick and Armada, and acting under the orders of the captain of the former, Lieutenant John Francis Lascelles was relieved at midnight by Lieutenant T. Gahagan, to whom he pointed out the Berwick, then in sight; at daylight the Mulgrave was out of sight of both ships, and Lieutenant Thomas Gahagan was unable to state the time of their separating from the Mulgrave. The Court were of opinion, that the charge of negligence had been partly proved, inasmuch as the prisoner did not acquaint Captain Maling that H.M.S. Berwick was out of sight; the Court therefore sentenced him to be admonished to be more particular in future.

A court martial was holden on board H.M S. Hibernia, off the Rhone, on the 7th and 8th of September, for the trial of William Chinnell, quarter-gunner, and William Nimmo, able seaman, belonging to H.M. sloop Cephalus, for having entered into a conspiracy for the purpose of running away with L'Ecureuil French privateer, prize to the said sloop; and for having been guilty of other misconduct on that occasion. The Court acquitted the prisoners of the first charge, but found them guilty of the second, "they having been present at a mutiny, and not having used their utmost endeavours to suppress the same:" they were sentenced to receive 200 lashes each, alongside the different ships of the fleet.

A court martial was holden on board H.M.S. Hibernia, off the Rhone, on the 13th of September, for the trial of John Stewart, landman, Joseph Marsh, landman, Angelo Gelgonia, boy of the first class, and William White, boy of the second class, belonging to H. M.'s sloop Cephalus, for aiding and assisting the prisoners on board L'Ecureuil French privateer, prize to the said sloop, to run away with her on or about the 22d of July last. The charge being proved, the prisoners were sentenced to be hanged. Joseph Marsh was executed on board the Cephalus on the 15th of September; the three other prisoners were pardoned.

A court martial was holden on board H.M.S. Hibernia, off the Rhone, on the 19th of September, for the trial of James Blackmore, drummer of the detachment of royal marines serving on board H.M.S. Revenge, "for having been drunk while on guard on the 16th of September, and conducted himself in a disrespectful manner to his officer, Lieutenant Joseph Lillington, and subsequently extremely disorderly." The charge being proved, the prisoner was sentenced to receive 100 lashes alongside the different ships of the fleet.

PLATE CCCCV.

BEING THE FRONTISPIECE TO THIS VOLUME.

AS Frontispiece to this Volume is given the representation of a Monument erected in Westminster Abbey to the memory of the late Captain Richard Willet Millar, R.N.

NAVAL HISTORY OF THE PRESENT YEAR, 1813.

(November—December.)

RETROSPECTIVE AND MISCELLANEOUS.

THE close of this eventful year affords us rather a flattering PROSPECT OF PEACE; at which, if to be a *bona fide* Peace, we anxiously hope the nations of Europe will speedily arrive. All that we at present know is, that Buonaparte, in his Speech to the Legislative Body at Paris on the 19th December, stated, that NEGOTIATIONS HAD BEEN ENTERED INTO WITH THE ALLIED POWERS; AND THAT HE HAD ADHERED TO THE PRELIMINARY BASES WHICH THEY HAD PRESENTED.

An Order of Council, dated 10th November, 1813, has been issued for the continuation, till 31st December, 1814, of the bounties now paid for the encouragement of seamen and landsmen to enter into H. M. navy.

The pay of captains' clerks in the royal navy has been raised—to commence from the 1st of July last.—They have hitherto been paid as Midshipmen. The clerk of a first rate will now receive 45*l.* per ann. and of a third rate, 2*s.* per day.

Since our last, we have received the unpleasant information of the capture of eight sail of our South Sea Whalers, off the Gallipagos Islands, by the American frigate Essex, Capt. Porter; which continued to cruize, and it was feared would almost annihilate our trade in that Sea.

Our fleet in the Mediterranean has been at anchor since the 19th of August, off the mouth of the river Rhone, by which the ships avoided the destructive effects of three very severe gales of wind. It was expected Sir Edward Pellew would return to Mahon at the latter end of October for the winter. That gallant and excellent officer, Captain Usher, had commanded in an attack upon the town and batteries of Port Cassis, by 200 seamen and marines from the fleet. Captain Coghlan (of the Caledonia) volunteered his valuable aid. The attack succeeded; the batteries were taken, and 27 vessels brought out, leaving only three in the mould, which were useless. Six were afterwards scuttled; the rest were taken into port by the Undaunted and Redwing. The gallant band had four men killed and fifteen wounded. Lieutenant Tozen, first of the Undaunted, was badly wounded in the hip; Mr. George Sidney Smith, midshipman of the Redwing (nephew of Sir Sidney Smith), in the thigh.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, NOVEMBER 6, 1813.

ADMIRAL Sir Richard Bickerton, Bart. has transmitted to John Wilson Croker, Esq. a letter from Captain Dashwood, of H. M. sloop Snap, dated Spithead, the 4th instant, stating that, on the morning of the 1st, St. Vallery bearing S.S.E. five miles, he had discovered five of the enemy's luggers, three in the N.W. close to windward, and two considerably to leeward; he wore and closed with the former, and brought them to action, but had the mortification soon after to witness their separation and escape, from superior sailing; he bore up at nine after the leeward vessels, and, after using various deceptions, enticed one alongside, when, after a resistance of about ten minutes, she surrendered, and proved to be Le Lion, French lugger privateer, of Boulogne (two days from Dieppe, and had not made any capture), mounting 16 guns, with a complement of 69 men, five of whom, including her captain, were killed, and six severely wounded. Captain Dashwood commends the conduct of the first lieutenant, the purser, and the rest of the officers and men under his command on this occasion: no man on board the Snap suffered, nor has the sloop, except the having her rigging much cut.

Extract of a Letter from Captain Quilliam, of H. M. S. Crescent, addressed to Vice-admiral Sir Richard Goodwin Keats, K.B. and transmitted by the latter to John Wilson Croker, Esq.

H. M. S. Crescent, St. John's, Newfoundland, Sept. 18, 1813.

On the 16th instant, a few miles off Cape Raw, H. M. S. under my command, captured the American privateer schooner Elbredge Gerry, pierced for 14 guns, with a complement of 66 men; is coppered, and copper-fastened, sails remarkably fast, and capable of doing much mischief.

Rear-admiral Moore has transmitted to J. W. Croker, Esq. a letter from Lieutenant Morgan, commanding H. M. schooner Barbara, dated Hawke Roads, the 16th of last month, and addressed to Captain Rye, of H.M.S. Ceylon, giving an account of the capture of the Aalberg Danish privateer, and a ship her prize, on the preceding day, after an obstinate resistance, and under a heavy fire from three gun-boats and ten privateers, by two gigs from the Hawke privateer cutter, commanded by Mr. Phillips, her commander; and whose gallant and meritorious conduct on this occasion is highly commended.

NOVEMBER 9.

Extract of a Letter from Admiral Lord Keith, K.B. to John Wilson Croker, Esq. dated on board H. M. S. Hannibal, in Cawsand Bay, the 6th instant.

I have frequently had occasion to commend the active and enterprizing spirit of Captain Scriven, of the Telegraph schooner, whom their Lordships have so recently promoted to the rank of commander; the gallantry and professional skill that he has again displayed in destroying a French national brig of very superior force, under the circumstances mentioned in the accompanying letters, are highly honourable to him.

MY LORD, *Surveillante, in Passages, October* 14, 1813.

I have the honour to congratulate your Lordship, on the destruction of the French national brig Flibustier, one of the finest corvettes of France, by H. M. schooner Telegraph, of a force every way inferior, almost in the mouth of the Adour, covered in some degree by the enemy's batteries, and witnessed by some thousands of both armies.

The Flibustier had been waiting an opportunity to steal out of St. Jean de Luz for some months past; the near approach of the Marquess of Wellington's army made it absolutely necessary, and a dark and stormy night determined her commander to risk the attempt.

I have the honour to be, &c.

Admiral Lord Keith, K.B. &c. G. R. COLLIER, Captain.

SIR, *H. M. Schooner Telegraph, October* 14, 1813.

In obedience to your orders, to report to you the circumstances attending the destruction of the French national brig Flibustier, I do myself the pleasure to acquaint you, that the Flibustier, having taken advantage of a favourable moment, sailed from St. Jean de Luz, and at daylight of the 13th, was discovered, attended by three trincadores, when she was immediately chased by his Majesty's schooner under my command, the Challenger and Constant in the offing, seven or eight miles distant; the enemy being becalmed, had anchored under the protection of some French batteries close to the mouth of Bayonne; a partial breeze lasted time enough to enable H. M. schooner to close and commence action, which after being maintained for three quarters of an hour, ended by the corvette's crew suddenly quitting her and pulling for the shore, which from its nearness they were easily enabled to effect, in spite of a well-directed broadside; for, as the corvette was perceived to be on fire, my endeavours were, if possible, to save the vessel, and boats were sent for that purpose, but without success.

By papers found on board of her, I learnt that the Flibustier was commanded by Monsieur Daniels, lieutenant de vaisseau, and a member of the Legion of Honour, that she mounted sixteen French 24-pounders (carronades), two long 9-pounders, a brass howitzer gun, and four brass 8-pounders, having on board 160 men. She appears to have been bound to Santona, for the relief of that garrison, having on board treasure, arms, ammunition, and salt provisions, and from her large complement of men, probably some officers and soldiers for that garrison.

I beg to express my best thanks to Mr. Blyth (master), and Mr. Pearson (master's-mate), for their zeal and good conduct, and to assure you how much I was pleased at the animated conduct of my crew, who saluted the enemy with three cheers before a shot was fired.

I had no means of ascertaining the enemy's loss in killed or wounded; though, from appearances on board, it must have been considerable; but I have the pleasure to state, that the Telegraph did not lose a man.

I have the honour to be, &c.

TIMY. SCRIVEN,

Sir G. R. Collier, Knt. &c. Lieutenant and Commander.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Captain Lake, of H. M. S. Magnificent, to Commodore Malcolm, giving an account of his having, on the 30th of last month, captured the Amiable, American ship letter of marque, pierced for 18, and mounting

6 guns, with 21 men, besides passengers; bound from Concarneau to Charlestown.

NOVEMBER 20.

Extract of a Letter from Captain Farquhar, of H. M. S. Desirée, addressed to Admiral Young, and transmitted to John Wilson Croker, Esq.

H. M. Gun-brig, No. 12, *off Brock, River Weser, November* 1, 1813.

I had the honour to inform you, by my letter of the 30th ultimo, that I had ordered Captain M'Kerlie, with a gun-boat, and a strong division of row-boats, to proceed up this river to this place, for the purpose of seizing two corvettes building, as well as all other vessels, naval stores, &c. which he could find belonging to the enemy.

I now beg to acquaint you, that I arrived here yesterday, and found that Captain M'Kerlie had taken possession of the two corvettes, as also two gun brigs, and several other vessels belonging to the enemy.

I have ordered the Burghers to do duty, and have landed a party of marines as a guard and protecting force, whilst we are employed in getting the corvettes ready to move down to the squadron.

The whole of the country between this and Bremen is entirely free from the French, and in possession of the Allies.

Extract of a Letter from Commodore Sir James Lucas Yeo, addressed to Admiral Sir John Borlase Warren, Bart. and K.B. &c. and transmitted to John Wilson Croker, Esq.

H. M. S. Wolfe, off the False Duck Islands, on Lake Ontario, the 12th September, 1813.

I have the honour to acquaint you, that his Majesty's squadron under my command, being becalmed off Genesee River, on the 11th instant, the enemy's fleet of eleven sail, having a partial wind, succeeded in getting within range of their long twenty-four, and 32-pounders; and from their having the wind of us, and the dull sailing of some of our squadron, I found it impossible to bring them to close action. We remained in this mortifying situation five hours, having only six guns in all the squadron that would reach the enemy (not a carronade being fired); at sunset a breeze sprang up from the westward, when I steered for the False Duck Islands, under which the enemy could not keep the weather gage, but be obliged to meet us on equal terms; this, however, he carefully avoided.

Although I have to regret the loss of Mr. William Ellery, midshipman, and three seamen killed, and seven wounded, I cannot but conceive it fortunate that none of the squadron have received any material damage, which must have been considerable had the enemy acted with the least spirit, and taken advantage of the superiority of position they possessed. Inclosed is a list of killed and wounded.

A List of Killed and Wounded belonging to the Naval Establishment on the Lakes in Canada, in Action, the 11*th September,* 1813.

Killed.—Mr. William Ellery, midshipman; William Smith, seaman; Andrew Gavanough, Newfoundland regiment.

Wounded.—John Gorman, seaman; Peter Conalty, Newfoundland regiment, badly (since dead); William Fell, Newfoundland regiment; Richard Wicken, Newfoundland regiment; John Gadd, Newfoundland regiment; James Watson, Newfoundland regiment; Wm. Field, Newfoundland regiment, slightly; Henry Webb, private, 100th regiment, slightly.

James Lucas Yeo

Commodore.

Admiral Sir John Warren has transmitted to John Wilson Croker, Esq. a letter from Captain Godfrey, of H. M. sloop Emulous, stating, that on the 21st of September last, the boats of that sloop, under the direction of Lieutenant Wright, drove on shore and burnt, in great Machias Bay, a chebacco boat privateer, of two guns and eleven men.

Copy of a Letter from Captain Gordon, of H. M. S. Seahorse, addressed to Captain White, of the Centaur, and transmitted by Admiral Sir Richard Bickerton, Bart. to John Wilson Croker, Esq.

SIR, *H. M. S. Seahorse, at Sea, 13th November*, 1813.

At daylight this morning, Beachy-Head bearing north, three leagues, observed a large lugger privateer about four miles to the southward of us, when after a chase of three hours she surrendered, but not until she was so much damaged by shot, that she immediately after went down; and I am sorry to say, we were only able to save 28 of her crew, one of them severely wounded. From them I learn, she was named Subtile, mounted 16 guns, manned with 72 men, commanded by Francis David Drosier—sailed from Dieppe on Monday last, and had made two captures, one a Swedish brig laden with salt, and the other a light collier. The captain and the whole of the officers were either killed or drowned. His Majesty's brig Urgent was in sight. I have, &c.

JAMES A. GORDON, Captain.

Captain White, H.M.S. Centaur,
Senior Officer off Cherbourg.

NOVEMBER 23.

Despatches from Captain Farquhar, commanding his Majesty's naval forces in the Weser, to Mr. Croker, dated Braak, 12th November, stating that he had received from the Senate of Bremen, a notification, under date of the 9th instant, of its happy reinstatement in its ancient Constitution, and of its ardent wish to enter into the most friendly intercourse with the Authorities of his Britannic Majesty.

The following are extracts and copies of despatches received by Vice-admiral Sir Edward Pellew, Bart. from Rear-admiral Freemantle, and transmitted by the former to John Wilson Croker, Esq.

(Extract.)

On the 6th of September arrived at Fiume, and found his Majesty's ships Milford and Wizard at anchor off the town, and the Imperial flag flying, the whole of Istria and Croatia (nearly) up in arms against the French, and are driving them out in all directions. Signi, Porto Re, and Fiume, are under the Austrian flag. General Nugent has his head-quarters at Lippa, about 22 miles from Fiume; his force consists of two thousand Austrians, and some Croats; the French garrison of Pola, of six hundred men, with about fifteen hundred Croats, were marching to relieve Fiume, but the Croats, on hearing that their countrymen were in arms against the French, surrounded, disarmed, and took the six hundred Frenchmen prisoners, and sent them to General Nugent into Fiume. On the 7th instant, the enemy formed a plan of attack on General Nugent's corps; they intended marching in two divisions, one from the Adelsberg road, of three thousand, and the other from Trieste, of one thousand; they were to have met near Lippa at the same moment, and attempt to drive General Nugent back on Fiume, and to retake the town; but by good fortune, the division of three thousand arrived at its points four hours before the other, and General Nugent's corps marched immediately ten miles to the attack, and drove them back with some loss, and prisoners.

On his return, he found that the other division had arrived at their points, and marched five miles to attack them, which he did in the most gallant manner, driving them fifteen miles, killed three hundred, and took two hundred prisoners; which was a march of forty miles, without resting a moment, or eating a morsel. General Nugent lost in this affair only one man; most of the prisoners were dreadfully sabred about the head; and the General was fortunate enough to take one cannon, and a great quantity of ammunition, which was very much wanted, more than he had with him and expended since the commencement of his operations.

On the 9th General Nugent took four hundred more prisoners. The Croats are flocking in daily to the Imperial standard; the greatest joy and enthusiasm prevail amongst all ranks of people, and they swear to follow the example of Spain, and never to admit the French again into their country, while a man remains alive. On the 7th instant, the Croats in garrison at Lusin, in number one hundred and fifty, spiked the guns, and at daylight obliged the French commander, at the point of the bayonet, to pay up their arrears, and then sent all the French troops (thirty) to Istria, and gave up the island to the natives; the Croats went to their homes, but, as their regiments had joined General Nugent, it is hoped they will also. On the 8th, the Wizard sailed with an Austrian officer off the Brioni islands; he endeavoured to open a communication with the inhabitants of Pola and Trieste. The greatest confidence and harmony subsist between General Nugent and Rear-admiral Freemantle, and indeed among all classes, civil and military. The Milford lying at Fiume, gives General Nugent an additional force of one thousand men, which he must have left to guard Fiume, and cramp his operations very much. There is not a single soldier there; the town is entirely guarded by the Milford marines, who are there, and it greatly increases the confidence of the inhabitants, having a safe retreat in case of a defeat.

Supplies of all kinds are abundant.

The fleet will require no assistance, or wants, except cables, sails, and cordage.

Almost the whole of the islands are now clear of the French yoke, from Lissa upwards. Captain Gower landed at Fontane, and has planted the Imperial flag all along that coast. Major Slicer, of the 35th, had arrived at Fiume on the 7th, and set off for Lippa to offer General Nugent a part of the garrison of Lissa, but do not know whether accepted.

SIR, *Milford, off Ragosniza, 5th August*, 1813.

I have the honour to acquaint you, that the boats of this ship, with those of the Weazle, succeeded last night in surprising the garrison of Ragosniza.

The boats left the ship after dark, about seven leagues from the land, and having passed the sea-battery within pistol-shot, unperceived, landed at the back of the island; at day-light the enemy were saluted with a general cheer of our people, from the top of the hill, when they carried the battery, open in the rear, without much resistance, containing six 24-pounders, and two seven and half inch mortars.

Although I have more than once had occasion to mention the zeal of Captain Black, I should be wanting if I were not to make known to you, his unvaried endeavours to forward the public service; and how much I am indebted for the cordiality with which he received my suggestions: he speaks in high terms of the conduct of Lieutenant Grant, of the Milford; of Lieutenant Parker, of the royal marines, with all those employed on this occasion.

We have sustained no loss; the enemy, two killed, and one wounded. The French seem to have attached much importance to this place, for the protection of their convoys; as two engineers, with a great number of artificers, were employed erecting a tower at the top of the hill; those, with an officer of rank, made their escape: a captain, subaltern, and sixty-one soldiers, remain prisoners. The civic guard laid down their arms, and were permitted to return to their habitations.

The Weazle will escort to Lissa the guns, mortars, stores, and ammunition. I have burnt the signal tower, and not left one stone upon another.

I have the honour to be, &c.

Thos Fremantle

To Vice-admiral Sir Edward Pellew, Bart. &c.

SIR, *Eagle, off Rovigno, 3d August,* 1813.

Sailing along the coast of Istria, yesterday evening, in company with H. M. S. Bachante, a convoy of twenty-one sail was seen at anchor, in the harbour of Rovigno. Conceiving the capture of them feasible, I communicated my intentions to Captain Hoste, who led in, and a firing was commenced on the batteries. After some resistance they were abandoned, when the boats of each ship, with parties of royal marines, under the command of Captain Hoste, landed, and drove the enemy out of the town, took possession of the batteries, disabled the guns, and demolished the different works, without suffering any other accident than a private of royal marines, of H. M. S. Eagle, being wounded.

The enemy scuttled the greater part of the vessels on our approach, but by the active exertions of the officers and men employed, the whole were completely destroyed or brought off, and the ships and other vessels burnt, that were building or on the stocks.

The conduct of the officers, petty officers, seamen and marines, employed on this service, merits my warmest encomiums.

I have the honour to be, &c.

Rear-admiral Freemantle, &c. C. ROWLEY, Captain.

SIR, *H. M. S. Havannah Adriatic, July* 20, 1813.

Subjoined is the statement of the result of an attack made by this ship, and H. M. Sloop Partridge, upon a small convoy, seven in number, on the N. W. coast of Manfredonia, on the morning of the 18th inst.

I have, &c. G. CADOGAN.

1 Neapolitan gun-boat, 1 eighteen pounder, captured.
1 Neapolitan gun-boat, 1 eighteen pounder, burnt.
1 pinnace, with 1 six pounder, destroyed.
2 armed trabacolos, of 3 guns each, laden with salt, captured.
2 armed trabacolos, of 3 guns each, laden with salt, destroyed.

The gun-boats quite new, and belonging to the fifth division.

Rear-admiral Freemantle,

SIR, *H. M. Sloop, Weazle, off Cape Otranto, August* 24, 1813.

I beg leave to inform you, that two French gun-boats, La Tonnante, and L'Auguste, were this day captured by his Majesty's sloop under my command, the former commanded by M. Simon, enseigne de vaisseau, carrying two guns, and a crew of forty men, the latter by M. N. Cranotich, of the same rank, carrying two guns and 27 men.

Independent of their respective crews, they had on board 37 officers and non-commissioned officers of the French army, among whom I find one major, five captains, and ten lieutenants.

They sailed from Fano last night, and when first seen this morning at daylight, were standing towards Otranto, in company with three others, but separated immediately on observing his Majesty's sloop making towards them. The capture of these two was not effected until after a chase of six hours, blowing fresh, which enabled the others to escape back into Fano. I have, &c. J. BLACK.

B. W. Taylor, Esq. H. M. S. Apollo, off Corfu.

Vice-admiral Sir Edward Pellew has also transmitted to John Wilson Croker, Esq. a letter, addressed to Rear-admiral Freemantle, by Captain Harper, of H. M. sloop Saracen, giving an account of the capture of the island of Messo, near Ragusa, by that sloop and the Weazle, on the 22d July last.

The island being of importance to the enemy, for the protection of their convoys, and it being understood to be their intention to reinforce the garrison from Ragusa, Captain Harper landed the marines of the two vessels, on the 17th, with some guns, which, with great exertions, were mounted in a battery on the top of a rocky mountain, which commanded the castle; and on the 22d, the enemy surrendered it, on condition of being allowed to land near Ragusa, under the engagement not to serve against Great Britain or her Allies, until exchanged.

One marine was killed, and two wounded.

Captain Harper praises in high terms the conduct of Captain Black, and the other officers and men of the Saracen and Weazle.

Copy of a Letter from Captain Purvis, of H.M.S. Ganymede, addressed to Rear-admiral Hallowell, and transmitted by Vice-admiral Sir Edward Pellew to John Wilson Croker, Esq.

SIR, *H.M.S. Ganymede, Cape Tinoso, August* 18, 1813.

I have the honour to report the capture of the French privateer Vauteur, of Cette, by H. M. S. under my command, mounting four 18-pounders carronades, two long sixes, and a brass 36-pounder amidships, manned with a complement of 80 men at the commencement of her cruise; but, on being taken possession of, only 47 on board, in a state of mutiny. The officers were all confined, therefore she made not the least disposition to avoid us. I have the honour to be, &c.

J. B. PURVIS, Captain.

NOVEMBER 30.

The undermentioned letters have been transmitted to John Wilson Croker, Esq. by Rear-admiral Moore, commanding his Majesty's ships and vessels in the Baltic, *viz.*

From Captain Butcher, of H.M.S. Antelope, dated October 11, reporting the capture, by that ship, of the Kera Venner, Danish privateer schooner, armed with one swivel and small arms, and manned with 14 men; and also, by the boats of the Antelope, under Lieutenant Robertson, of two Danish row-boat privateers, each carrying one gun, and small arms, and one with twelve, and the other thirteen men.

From Captain Butcher, dated the 24th October, giving an account of the capture of the Eleonora, Danish schooner privateer, fitted to carry sixteen guns, and having on board three carriage guns, two swivels, and small arms, with a complement of thirty-seven men, together with a lugger in company, by one of the row-boats mentioned in the preceding letter, manned from the Antelope, and commanded by Lieutenant Robertson.

From Captain Butcher, dated 25th October, stating the capture, by the same row-boats, under Lieutenant Herbert, of a Danish government sloop-rigged row-boat, commanded by a lieutenant, and carrying two six-pounders, with small-arms, and fourteen men.

From Captain Butcher, dated 30th October, stating the capture, by Lieutenant Herbert, in the same boat, of another government row-boat, commanded by a lieutenant, and carrying one four-pounder, with small-arms, and fifteen men.

From Lieutenant Nugent, commanding his Majesty's gun-vessel Strenuous, dated 5th November, giving an account of his having captured the Danish privateer cutter, Dansbergk, carrying four six-pounders, and twenty-four men.

Extract of a Letter from Commodore Sir George Ralph Collier, to Admiral Lord Keith, dated at Passages, November 12, 1813, and transmitted by his Lordship to John Wilson Croker, Esq.

In consequence of a communication from the Marquis of Wellington, that his lordship intended attacking the enemy's lines on the morning of the 10th, and requiring a naval demonstration in the rear of Socoa, his Majesty's ships and vessels, as per margin,* were ordered off the harbour of St. Jean de Luz; but the swell was so heavy, that nothing beyond a demonstration could be undertaken; it, however, kept the enemy employed in the batteries, from the fire of which, his Majesty's sloop Sparrow, Captain Lock, received some slight damage in the hull and sails.

Extract of a Letter from Captain Manners, of H.M. Sloop Reindeer, addressed to Admiral Sir Robert Calder, and transmitted by Vice-admiral Domett, to John Wilson Croker, Esq. dated at Sea, the 22d Instant.

I beg to inform you, that his Majesty's sloop under my command, this day captured the French lugger privateer, Le Speculateur, of fourteen guns, and seventy men; five days from St. Maloes: had taken nothing.

Extract of a Letter from Captain Rainier, of H.M.S Niger, to John Wilson Croker, Esq. dated at Sea, the 13th Instant.

For the information of the lords commissioners of the Admiralty, I acquaint you, that, at one o'clock this morning, we discovered, and, after a chase of four hours, captured the Dart, American schooner letter of marque, from New Orleans, in the Gulph of Mexico, bound to any port in France; pierced for sixteen guns, but only six mounted, with a complement of twenty six men.

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* Vesuvius, Challenger, Sparrow and Racer.

DECEMBER 7.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Gordon, commanding the Dwarf cutter, giving an account of his having, on the 4th ultimo, captured off the Cordovan, the American letter of marque schooner Charlotte, carrying two guns and eight men, bound from Bourdeaux to Charleston.

Copy of a Letter from Captain Farquhar, of H. M. S. Desirée, to John Wilson Croker, Esq. dated off Cuxhaven, the 2d instant.

SIR,

I have the honour to enclose, for the information of my Lords Commissioners of the Admiralty, a duplicate of a letter I have written to Admiral Young, giving a detail of the capitulation and surrender of the French batteries at Cuxhaven. I have the honour to be, &c.

ARTHUR FARQUHAR.

SIR, *H. M. S. Desirée, off Cuxhaven, December* 1, 1813.

I have the honour to acquaint you, that the French batteries of Phare and Napoleon, have yesterday entered into capitulation, and this morning surrendered to a detachment of his Imperial Majesty's Russian troops, commanded by Colonel Alexander Radinger, and his Britannic Majesty's squadron (as per margin),* under my command.

On the 28th ultimo, I arrived here (from Bremerlehe), where I found Captain Green, of the Shamrock, had collected the squadron, to cooperate with the Russian troops. On the same evening, I ordered the gun-boats to take a position above Napoleon, and to cannonade that battery, in concert with the Russian troops, and advanced the squadron ready to attack Phare (or Cuxhaven).

On the 29th, a brisk and well directed fire was kept upon Fort Napoleon by the gun-boats, and from field pieces from the Russian line, with considerable effect; and their tirailleurs annoyed the enemy in both batteries, by a constant fire of musketry, which was returned with vigour, and from the battery of Phare, red-hot shot were fired, which burnt several houses in the town. During this time, we were employed in landing guns from the squadron, and erecting a battery within four hundred yards of the works of Phare. On the morning of the 30th it was completed, and presented to the enemy a formidable appearance, consisting of ten guns, *viz.* six eighteen-pounders, two thirty-two pounders, and two six-pounders. The morning was quite thick, and obscured our works, but as soon as it cleared, and we were ready to commence our attack, the enemy threw out a truce, which has ended in the surrender of these two extremely strong batteries, consisting of twenty-six heavy guns, two thirteen-inch mortars, and a blockhouse, with a garrison of three hundred men and officers, who have been made prisoners of war.

The expedition with which Captains Green and Banks (who had the direction of forming and completing the seamen's battery), performed that service, I trust will speak for itself. Lieutenant Kaultain, whom I had occasion to mention on a recent occasion, as a volunteer, continued his services, and with all the officers and men of the squadron, employed on this occasion, merit my best thanks, as well as the gun-boats (under the direction of Lieutenant Haumer), who particularly distinguished themselves, by their well-directed fire, and by the injury they did to the enemy's works.

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* Desirée, Shamrock, Blazer, Piercer, Redbreast; gun-boats, Nos. 1, 2, 3, 4, 5, 8, 10.

I have very great pleasure in stating to you, Sir, that in the last ten days the small detachment of Russian troops, commanded by Colonel Radinger, assisted by his Majesty's squadron under my command, have been fortunate in reducing four strong batteries, consisting of fifty heavy guns, four mortars, and eight hundred men and officers, all prisoners of war; and I cannot help expressing the satisfaction which I feel in acquainting you, that the whole of this service has been carried on with the greatest cordiality between the co-operating forces, both officers and men; not the smallest misunderstanding on any occasion.

I am extremely happy to state, that the loss on this occasion has been very trifling; on the part of the Russians two killed and three wounded: we have sustained no loss. I have thought it right to forward this despatch, without delay, by Sir George Keith, in the Redbreast, who takes to England the officers of Port Phare, who are prisoners of war.

Two days ago I had the pleasure to learn, that Stadt had been taken possession of by a Russian detachment, under the orders of Count Strogonoffe. I have the honour to be, &c.

ARTHUR FARQUHAR.

N.B. These batteries were complete with provisions of all kinds for six weeks, and a very considerable quantity of military stores and ammunition of every description.

To William Young, Esq. Admiral of the White.

DECEMBER 11.

Copy of a Letter from Rear-admiral Fremantle, to John Wilson Croker, Esq. dated on board the Milford, off Trieste, October 31, 1813.

SIR,

I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that I left Pola on the 19th ultimo, and arrived at Capo D'Istria on the 21st, when General Count Nugent met me on the same day. Much credit is due to Captain Gower, of the Elizabeth, for having opened a communication with the army, and for assisting materially in putting the place in a good state of defence.

On the 27th September, the army under General Nugent moved; the Elizabeth was ordered off Mugia, whilst the Bacchante, with a company of Austrian troops, proceeded to Dwino.

I remained at Capo D'Istria in constant correspondence with General Nugent, who was harassing the army of the Viceroy on his retreat, until the morning of the 5th instant, when I sailed for Trieste, and advanced the Elizabeth to Dwino. General Nugent, who continued to follow the enemy, left some troops near Trieste, and the port was completely blockaded by sea. About noon, on the 10th, the enemy surprised us by opening a masked battery, with a field-piece and a howitzer, upon the Milford, whose stern was towards the shore, and began firing. Captain Markland in a few minutes got a spring upon the cable, and opened a steady well-directed fire upon the battery; in a quarter of an hour both guns were completely disabled, two men killed and seven wounded, whilst not a person was touched on board the ship, although one shell exploded on the poop deck. On the 10th I landed the marines and two field pieces under Captain Markland; on the 11th the General returned from Gorizia, having obliged the Viceroy to pass the Isonzo. It was then determined to lay siege to the castle. By the 16th, in the morning, we had twelve guns in two batteries, which opened their fire and continued nearly the whole day; towards the evening the enemy was driven from the Windmill, which was taken possession of by the Austrian troops, and two howitzers advanced there. The firing was continued occasionally until noon on the 23d, by which time Captain Rowley had got a thirty-two-pounder within two hundred yards of the Shanza, where there was a strong building with one gun and loop holes in it, standing upon a hill, with a wall round it nearly fourteen feet high, an officer and sixty men.

We had had some communication with the castle in the morning, and the truce was broke off at a very short notice by the enemy, who opened on all sides. The thirty-two-pounder was fired upon the Shanza. The first shot the gun recoiled, and the ground giving way, it fell backward off the platform, which was six feet above the level. It was fine to see Captain Rowley and his people immediately get a triangle above the work, and the thirty-two pounder with its carriage, run up to its place again, under a shower of grape and musketry, which occasioned a severe loss. Towards evening, the enemy in the Shanza held out the white flag, and surrendered to Captain Rowley. Having now possession of the Shanza, which commanded the castle and the Windmill hill, we set to work upon some advanced batteries within four hundred yards of the castle, but the weather was so wet, and the labour was so great, that it was not until the morning of the 29th that they were complete, when the enemy acceded to our altered propositions for surrendering the castle. We were prepared to have opened with eleven thirty-two-pounders, twelve eighteen-pounders, four mortars, and four howitzers.

Every captain, officer, and person in the squadron has done his duty. Captain Rowley has been, as usual, most prominent on every occasion. I admired the example he shewed at the attack of the Shanza, with the courage and activity of Lieutenants Hotham and Moore, and Mr. Hibbert, midshipman of the Eagle. Captain Angelo, of the 21st regiment, was foremost in shewing where to place fascines to protect the men, whilst the gun was getting up.

I beg to recommend to the Lords Commissioners of the Admiralty, Captain Moresby, of his Majesty's sloop Wizard. He commanded one of the batteries from the 16th until the 24th, when he was ordered to form a battery with four thirty-two-pounders, within breaching distance; in the course of fifty-six hours, under all the disadvantages of weather, &c. he with fifty men from the Milford, and twenty from the Wizard, completed the whole without any assistance whatever. And I must also mention the good conduct of Mr. William Watts, acting master of the said sloop, who was severely wounded; Captain Dunn, of the Mermaid, was also very assiduous on every occasion. Captain Markland commanded the marines, and I have to thank him for exerting himself in every way; particularly in the arrangements of stores and provisions. We have at times had one thousand two hundred men on shore, at work and in the batteries, and the general good conduct of the officers, seamen, and marines, with the harmony that has invariably subsisted between the Austrian troops and our people, is quite gratifying to me.

When we opened against the citadel it contained eight hundred Frenchmen, forty-five large guns, four mortars, and four howitzers.

The consequences of the taking this place will be felt throughout this country, and General Nugent has deservedly all the merit of having liberated these provinces in the space of two months, with so small a force.

I have the honour of forwarding the terms of the capitulation; about fifty sail of vessels were taken in this port.

Our loss has not been so great as might have been expected under all the circumstances. I have the honour to be, &c.

Thos Fremantle

To John Wilson Croker, Esq. &c.

(Translation.)

A CONVENTION *agreed upon between Rear-admiral Fremantle, commanding the British Forces, and Count Nugent, Major General, and commanding the Austrian Forces before Trieste, on one part, and the Chevalier Rabie, Colonel. Commandant of the Fort, for his Majesty the Emperor of the French, King of Italy, &c. on the other.*

Article I. The fort of Trieste shall be delivered up to the troops of his Majesty the Emperor of Austria, King of Bohemia and Hungary, &c. on the 15th of November next, if it shall not before that time be relieved by the French or allied army.

Answer.—The fort shall be delivered up to the allied troops on the 8th November, at ten o'clock in the morning.

Art. II. The troops shall march out of the fort with their arms and baggage. They shall take with them two field-pieces, with their caissons, and proceed to Italy.

In this article shall be included the officers in the service of France or her allies, who may be now at Trieste sick, and also the persons employed in the several civil departments, who, from the want of means of removal, have not been able to follow their chiefs.

Answer.—The troops shall march out of the fort with the honours of war, and shall lay down their arms at the entrance of the town, to proceed forthwith to Italy.

In this Article shall be included the French or allied officers who may be in the fort sick, as also the persons employed in the civil departments, who, for want of means of removal, have not been able to follow their chiefs, and remain in the fort.

The officers shall be allowed to keep their swords.

Art. III. Conveyances will be furnished, as well for the field-pieces and their caissons, as for the equipages of the officers, and the baggage of the men.

Answer.—Conveyances will be furnished for the equipages of the officers.

Art. IV. On their route, provisions shall be supplied to the troops, by his Majesty the Emperor of Austria, until their arrival at the advanced posts of the army of Italy.

Answer.—Granted, on condition that they shall be paid for.

Art. V. With regard to the delivering up the magazines of stores and provisions, commissaries shall be named on each side, to take inventories of them.

Answer.—Commissaries shall be named immediately, and the inventories of the provisions and magazines shall be made on the 31st of October, 1813.

Art. VI. The sick who are now in the hospitals, shall be treated in the same manner as the Austrians in the same situation, and, when able to perform the journey, shall be sent towards Italy.

Answer.—Granted, as well as a free passage for the sick and wounded in the fort.

Art. VII. The inhabitants shall not be examined or molested, on account of their opinions, or their attachment to the French government, under the laws of which they found themselves.

Answer—Refused, as not being within the competency of the commandant of the fort.

Art. VIII. The cases and casks, containing the papers of the different civil departments, which have not been removed for want of means of conveyance, and which are in the fort, shall be deposited at a commissary's, to be sent to such place as the French government shall desire, and at its own expense.

Answer.—Granted, on condition that these cases shall not contain effects belonging to the government.

NUGENT, Major-General
T. F. FREMANTLE.
The 29th Oct. 1813. RABBIE.

List of Officers, Seamen, and Marines, killed and wounded, belonging to his Majesty's Squadron under the orders of Rear-admiral Fremantle, at the Siege of Trieste, from the 16th to the 31st of October, 1813.

Mr. Watts, acting master of the Wizard, severely wounded.
Mr. Young, midshipman of ditto, wounded.

Killed.—10 seamen and marines.
Wounded.—33 seamen and marines.
Total.—10 killed and 35 wounded.

THOS. F. FREMANTLE,
Rear-admiral.

	Killed.	*Wounded.*
Milford	3	10
Elizabeth	0	2
Eagle	4	7
Tremendous	0	6
Weazle	2	4
Wizard	1	6
	10	35

Promotions and Appointments.

ADMIRALTY-OFFICE, DEC. 4, 1813.

This day, in pursuance of the pleasure of his Royal Highness the Prince Regent, in the name and on the behalf of his Majesty, the following Flag-officers of his Majesty's Fleet were promoted, *viz.*

Admirals of the White.—Richard Rodney Bligh, Esq. Alexander Græme, Esq. to be Admirals of the Red.

Admirals of the Blue.—Arthur Kempe, Esq. Sir John Thomas Duckworth, Bart. K.B. Sir Robert Calder, Bart. to be Admirals of the White.

Vice-admirals of the Red.—Robert M'Douall, Esq. Billy Douglas, Esq. John Wickey, Esq. John Fish, Esq. John Knight, Esq. Edward Thornbrough, Esq. to be Admirals of the Blue.

Vice-admirals of the White.—William Domett, Esq. William Wolseley, Esq. John Manley, Esq. George Murray, Esq. John Sutton, Esq. Robert Murray, Esq. Hon. Sir Alexander Cockrane, K. B. John Markham, Esq. to be Vice-admirals of the Red.

Vice-admirals of the Blue—Nathan Brunton, Esq. John Schanck, Esq. Hon. Michael De Courcy, Philip D'Auvergne, Prince of Bouillon, John Hunter, Esq. to be Vice-admirals of the White.

Rear-admirals of the Red.—Charles Tyler, Esq. Robert Watson, Esq: Right Hon. Alan Hyde Lord Gardner, Manley Dixon, Esq. George Losack, Esq. William Mitchell, Esq. Sir Thomas Bertie, Knt. to be Vice-admirals of the Blue.

Rear-admirals of the White.—Sir Charles Hamilton, Bart. Hon. Henry Curzon, William Bligh, Esq. Lawrence William Halsted, Esq. Edward Oliver Osborn, Esq. Sir Harry Neale, Bart. Sir Joseph Sydney Yorke, Knt. Hon. Arthur Kaye Legge, to be Rear-admirals of the Red.

Rear-admirals of the Blue.—John Lawford, Esq. Frank Sotheron, Esq. Thomas Wolley, Esq. William Johnstone Hope, Esq. Right Hon. Lord Henry Paulet, Charles William Paterson, Esq. George Cockburn, Esq. Thomas Surridge, Esq. Samuel Hood Linzee, Esq. to be Rear-admirals of the White.

And the undermentioned Captains were also appointed Flag-officers of his Majesty's Fleet, *viz.*

Philip Wilkinson, Esq. Hon. Charles Elphinstone Fleming, Charles Vinicombe Penrose, Esq. William Hotham, Esq. George Hopewell Stephens, Esq. Pultney Malcolm, Esq. William Nowell, Esq. James Bissett, Esq. John Clements, Esq. Sir John Gore, Knt. John Harvey, Esq. to be Rear-admirals of the Blue.

His Royal Highness the Prince Regent, in the name and on the behalf of the King, has been pleased to appoint the Hon. Henry Hotham, George Burlton, Esq. Sir Josias Rowley, Bart. and Edward Codrington, Esq. to be Colonels in his Majesty's Royal Marine Forces, in the room of the Hon. Charles Elphinstone Fleming, Charles Vinicombe Penrose, Esq. James Bisset, Esq. and Pulteney Malcolm, Esq. appointed Flag Officers of his Majesty's Fleet.

Captains, &c. appointed.

T. R. Toker, of the Penguin, posted; F. G. Dickins, to the Ranger; T. G. Caulfield, to the Hibernia; John Maitland, to the Barfleur; James Wallis, to the Pincher; Jonathan Christian, to the Leveret; Henry Higman, to the Brisk; Watkin Evans, to the Cadmus; H. T. Fraser, to the Cordelia; G. A. Byron, to the Penguin; *vice* Toker, posted; Henry Hart, to the Revenge; Charles Sullivan, to the Penelope; R. Rowley, to the Melpomene; Robert Ramsay, to the Regulus; George Elliott, to the Martial; A. P. Hamilton, to the Ceylon; Hon. R. Sommerville, to the Thames; T. R. Ricketts, to the Vengeur; ——— Inglis, to the Rodney, the flag-ship of Admiral Martin; George Truscott, to the Havock, *vice* Forbes; G. O. Lempriere, to the Trent; J. Marshall, to the Shamrock; A. Green, to the Harrier; Hon. H. D. Byng, posted, and to command the Dictator; Lieut. Popplewell, flag-lieutenant to Admiral Otway, and Lieut. James Rose, of the Hearty, are promoted to the rank of commanders; E. Bourchier, to the Medina; D'Arcy Preston, to the Braave, P.S. and to be commodore of the prison ships; T. G. Shortland, to the prison depot at Dartmoor; ——— Curran, to the Elk; ——— Pell, of the Thunder, to the rank of post captain; William Kempthorne, to the Harlequin; Sir Edward Berry, to the Royal Sovereign yacht; W. G. Rutherford, to Greenwich Hospital, *vice* Jenkins, deceased; John Codd, to the Calliope; J. A. Worth, to the Venerable, the flag-ship of Admiral Durham; David Milne, to the Bulwark; F. Gordon Caulfield, to the Hibernia; ——— Smith, to the Royal Sovereign, intended for the flag of Admiral Sir Sidney Smith; Christopher Watson, to be agent for transports at Ramsgate; Lieut. Patton, to the rank of commander, and to the Fairy sloop; ——— Balfour, to the Woodlark; A. B. Bingham, to the Myrtle; ——— Byron, to the Penguin; C. P. Ross, to the Sceptre; Robert Honyman, to the Marlborough; —— Carroll, of the Strombolo bomb, is promoted to the rank of post captain, and appointed, per rank, to the Revenge; Lewis Hole, of the Bacchus, W. H. Daniel, of the Dotterell, J. Fife, of the Cadmus, J. M'Kerlie, of the Calliope, T. F. Kennedy, of the Cordelia, John Palmer, of the Pheasant, J. R. Toker, of the Cruizer; H. Hopkins, of the Helicon, Francis Hickey, of the Atalante, J. Ellis, of the Spitfire, J. M. Adye, of the Partridge, John Bailey, of the Alonzo, E. Hodder, of the Tisiphone, Edward Gray, of the Fairy, H. F. Lyford, of the Erebus; J. Bedford, of the Childers, B. Crispin, of the Scout, E. Mouncher, of the Brisk, J. Stuart, of the Crane, and J. Smith, of the Cheerly, to the rank of post captains.

George Cockburne has removed his flag to H. M. S. Sceptre, on the Halifax station.

Commissioner Isaac Wolley to succeed Commissioner Percy Fraser, at Gibraltar; Commissioner Fraser to the Navy Board, *vice* Admiral Hamilton, who retires; Captain D. Woodriff, to be Commissioner of the Naval Yard at Jamaica; Captain Samuel Mottley, to be agent for prisoners of war at Forton, near Gosport; John Maitland, to the Barfleur; T. G. Caulfield, to the Royal Sovereign; T. F. Carroll, to the Revenge, Sir J. Gore's flag-ship; Captain R. H. Pearson, from the Benbow, to the Asia, *vice* Scott, resigned.

Lieutenants, &c. appointed.

W. Alsop, to the Andromache; W. Absolom, to the Medina; Charles Beales, to the Myrtle; Edward Biddulph, to the Elephant; Peter Broke, to the Ville de Paris; A. Buchanan, to the Bulwark; T. Baker, to the Rodney; W. Boxer, to the impress service at Gosport; J. Bayly, to the Orontes; N. Brice, to the Scamander; W. Corke, to the Thais; M. K. Comyn, to the Blenheim; D. R. H. Cooke, to the Cyrus; Charles Chapple, to the Duncan; Charles Crole, to the Rodney; Thomas Crew, to the Rodney; R. Cole, to the Hibernia; J. Crosbie, to the Scamander; W. Delafons, to the Benbow; James Davis, to the Tartarus; Thomas Duell, to the Ceylon; Henry Davis (2), to the Penguin; Henry Davis (3), to the Myrtle; J. P. Dutton, to the Harrier; J. Davis, to the Redpole; Thomas Edmonds, to the Thracian; George Ellerby, to the Gloucester; Fred. Franks, to the Saturn; R. Fagan, to the Prince; P. Finucane, to the Grampus; Henry Garrett, to the Medway; Lewis Grant, to the Talbot; Robert Gore, to the Orion; C. R. Gordon, to the Colombia; Henry Harrison, to the Podargus; John Hickman, to the Illustrious; John C. Heaslop, to the Zephyr; Robert S. Harvey, to the Rodney; Wm. Hicks, to the Foxhound; J. N. O. Hall, to the Saturn; J. Houghton, to the Achille; Mr. J. Hawke, of the Salvador del Mundo, to the rank of lieutenant; Wm. Innes, to the Apelles; John Thomas Jeans, to the Colombia; Thomas Jeff, to the Leopard; J. Richards, midshipman of the Weazle, to be a lieutenant; G. Richards, to the Chatham; H. R. Rokeby, to the Rodney; C. Reed, to the Woodlark; Samuel Stroney, to the Primrose; John S. Smith, to the Terror; Robert Skipsey, to the Latona; F. E. Seymour, to the Granicus; J. Smyth, to the Venerable; J. B. Leveney, to the Duncan; J. Short, to the Thames; Charles Farum, to the Penelope; John Toone, to the Elk; W. J. Wade, to the Dictator; R. M. Woodruff, to the Trinculo; S. F. Wood, to the Daphne; R. Weaver, midshipman of the Ocean, to be a lieutenant; R. Walker, to the Rodney; Edward Yowell, to the Orestes; Henry Jenkins, to the Myrmidon; S. Jervoice, to the Martial; Henry Jewry, to the Jalouse; W. A. Jewel, to the Chatham; J. A. Killwick, to the Granicus; Vernon Lamphiere, to the Vengeur; Robert Lancaster, to the Basilisk; Charles Lechmere, to the Cyrus; Nathaniel Laffer, to the Royal Sovereign; Thomas Lethbridge, to the Conquestadore; John Lloyd, to the Ferret; E. Luke, to the Venerable; James M'Donald, to the Penguin; John Middleton, to the Medusa; Peter Maigny, to the Harlequin; Samuel Mottley, to the Bulwark; H. P. Malpas, to the Zephyr; —— Massey, to the Saturn; John F. Morgan, to the Salvador del Mundo; William Matthews, to the Granicus; Thomas Moffatt, to the Venerable; H. M. Molyneux, to the Horatio; Richard John Nash, to the Pandora; G. Nicholls, midshipman of the Lion, to be a lieutenant; W. Osborne, to the Naval Hospital at Plymouth; W. Phipps, to the Brevdrageren; J. J. Parr, to the Venerable; John Rude, to the Duncan; Henry Richards, to the Penelope; W. H. Rawlinson, to the Imogene; Edward Robinson, to the Harlequin; George Robinson, to the Minstrel; Adam Robertson, to the Apelles; James B. Robertson, to the Rinaldo; T. Bevans, to the Bulwark.

Lieutenant J. Chene, of the Princess Caroline, and John Campbell, of the Royal Sovereign, are promoted to the rank of commanders.

Masters appointed.

T. Weatherall, to the Pomona; J. Jones, to the Granicus; J. Murray, to the Ceylon; R. Christian, to the Leander; P. Roberts, to the Scamander; W. Smith (2), to the Penguin; R. Thompson (2), to the Harlequin; T. Norfer, to the Echo; R. Scott, to the San Juan; J. Hepburn, to the Rodney; R. Lynch, to the Imogen; W. Gowdy, to the Elk; T. Webb, to the Benbow; R. Collins, to the Medina; J. White, to the Elephant; J. Mitchell, to the Columbia; F. W. R. Sadler, to the Glocester; R. Dodd, to the Duncan; J. Emerson, to the Revolutionnaire; R. Miller, to the Venerable; D. Lye, to the Saturn; D. Bevans, to the Warspite; J. Caiger, to the Zephyr; W. Rickman, to the Penelope; W. Stannard, to the Myrmidon; E. Gilling, to the Mutine; R. Christian, to the Ulysses.

A List of Midshipmen passed for Lieutenants.

Sheerness.—W. Robins, T. Dangerfield

Portsmouth.—C. Dale, H. Clarke, J. Jackson, C. Fairbridge, R. Innis, S. Whitcombe, J. Mourish, R. Taylor.

Plymouth.—J. Pitfield, A. Smith, J. W. Baker, H. Carleton.

G. Gutton, boatswain, Milford Yard.

Pursers.

J. Harding, to the Adder; J. Murray, to the Drake; John Orchard, to the Hearty.

J. N. Salt, Esq. late storekeeper at Plymouth Dock-yard, is appointed secretary to Vice-admiral Thornborough.

John James Boyle, purser of the Standard, to the Atlas; J. Napier, of the Virginie, to the Standard: J. Knowles, to be boatswain of Milford Dock-yard.

Surgeons, &c. appointed.

William Davis, to the Granicus; Thomas Williamson, to the Hannibal; Felix Delaney, to the Armada; William Colvin, to the Rodney; R. M. Ford, to the Carnation; Walter Steel, to the Colombia: John Gough, to the Hydra; James Stevenson, to the Banterer; Thomas Jackson, to the Cretan; William Smyttan, to the Desirée; Wm. H. Rudland, to the Bombay; Richard Lewis, to the Revolutionaire; Joseph M'Leod, to the Medina; William Marten, to the Princess Sophia Frederica; George Brown, to the Myrtle; Joseph Parry, to the Eclair; Ralph Elliott, to the Penguin; Thomas Billinghurst, to the Bulwark; C. R. Crawford, to the Venerable; T. P. Davis, to the Thais; Wm. Davies, to the Cyrus; Henry Smith, to the St. George; Peter Burke, to the Woodlark; Andrew Hay, to the Hannibal; Thomas Williamson, to the Superb.

Mr. Isaac Ryal, surgeon of the depot for prisoners of war at Forton, near Gosport, is appointed oculist to his Royal Highness the Duke of Clarence, Admiral of the Fleet.

Dr. D. J. H. Dickson re-appointed Superintending Physician to the Russian Fleet in the Medway.

Assistant-Surgeons, &c. appointed.

Thomas Bell, to the Scamander; Andrew Dick, and Evan Bowen, to the Rodney; Rees Price, to the Achille; Thomas Andrews, to the Experiment; David Grier, to the Illustrious; Peter Fairbairn, to the Saturn; David W. Whatley, to the Illustrious; David Gellatlie, to the Cressy; John Bell, to be hospital mate at Haslar; Joseph Sterret, to the Antelope; Henry Compton, to the Granicus; Wm. Black (3), to the Horatio; Wm. Porteous, to the Devonshire; Peter Reid, to the Tigris; James Morice, to the Prince; Giles Ingram, to the Bulwark; Thomas Wilson, to the Venerable; Archibald Blacklock, to do.; James Irvine, to the Adder; Josias Baylis, to the Egmont.

BIRTHS.

At Midhurst, the lady of Captain Caulfield, R.N. of a son.

On the 5th inst. at North Brook House, Hants, the lady of Captain Ommanney, R.N. of a daughter.

On the 8th inst. at Great Grimsby, the lady of Captain P. Rye, R.N. of a daughter.

On Thursday, the 9th instant, at Swanmore Cottage, near Bishop's Waltham, the lady of Captain Gallway, R N. of a son.

Lately, at the apartments of the surgeon of Greenwich Hospital, the lady of B. W. Laughlin, Esq. of a son.

Lately, at Chelsea, the lady of Captain W. Butterfield, R.N. of a daughter.

MARRIAGES.

On the 23d Oct. at Halifax, Nova Scotia, Mr. Thomas Godfrey, purser of H.M.S. Statira, to Sophia Ann, daughter of Mr. Wm. Minnis, of that place.

On the 28th Nov. at Romsey, Mr. G. Ingram, surgeon R.N. to Mary Anne, eldest daughter of the late Timothy Pike, Esq. of Portsmouth.

On the 25th Dec. the Rev. Benjamin Vale, of Christ College, Cambridge, destined to New South Wales, as assistant-chaplain to the colony, to Miss Mary Ann Webb, of Fleet-street.

At Stoke Church, near Plymouth, John Collins, Esq. purser of H.M.S. Melpomene, to Miss Jane Hawkins, of Princes-street.

Lieutenant Kernan, R.N. to Miss P. Faten, of Torpoint, Devon.

DEATHS.

Suddenly, on the 22d Sept. at Pelham-place, Surrey, Capt. Dumaresq, aged 93. He entered his Majesty's service in the year 1732, was promoted to the rank of Lieutenant in the year 1744; and having constantly and actively served his country until incapacitated from old age, he was placed on the list of Superannuated Commanders in the year 1796. He was ten years older than his brother, Admiral T. Dumaresq, who died in the year 1802, an Admiral of the Blue.

On the 27th of October, by a pistol shot while attempting to board a Danish privateer, which he had chased on shore in a boat of H.M.S. Ulysses, acting Lieutenant T. W. Douglas, in the 21st year of his age. His remains were interred with military honours in the church-yard of the Island of Stynsa, near Gottenburgh, and the following tribute to his memory placed at the head of his grave, by Captain Browne, and the officers of the Ulysses:

"Sacred to the Memory of T. W. Douglas, late acting Lieutenant of his Britannic Majesty's ship Ulysses, who gloriously fell in a gallant attack of one of the enemy's privateers, on the morning of the 27th of October, 1813, in a boat of the same ship, at the entrance of the harbour of Naskow, in the 21st year of his age. In his death the service has to deplore the loss of a zealous and good officer, and his family and friends the affections and friendships of a heart the seat of every virtue calculated to adorn the Man, and prove an ornament to Society, and his Profession."

While his relations and friends deeply feel and lament his premature fall, it is their best consolation to know, that he died in the honourable execution of his duty, regretted and esteemed by his brother officers.

On the 14th Nov. Lieut. H. H. Serle, senior lieutenant of the Royal Hospital at Plymouth.

On the 16th Nov. at Emsworth, Capt. Francis Geary Gardner, on the retired list of the royal marines.

On the 8th instant, at South Sea Common, S. Legg Reid, son of Captain Reid, of H. M. sloop Fervent.

A few days since, at Colchester, Captain R. Tomlinson, R.N.

A few days since, at Bishops Taynton, near Teignmouth, Mrs. Thornborough, wife of Vice-admiral Thornborough.

Lately at sea, Mr. W. Clarke, Captain of the Rebecca privateer, of Folkstone, who, by frequent practice, had acquired the art of throwing the lead with his teeth farther than almost any man could do with his hands; and in his last experiment, from having lost his balance, he fell a sacrifice to his dexterity.

Lately, on the coast of Africa, Mr. Talbot, gunner, and Mr. W. Pearce, midshipman of H.M.S. Thais.

Lately, at Truro, Mrs. Luke, wife of Rear-admiral Luke.

A few weeks since, at sea, Lieutenant Richard Davis, of H. M. S. Superb.

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